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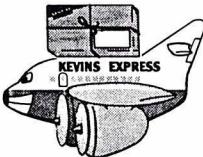
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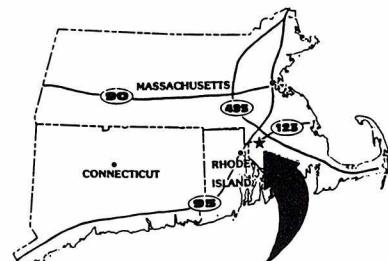
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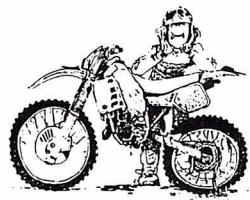
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On the cover: This is the picture of enthusiasm. Russell Bain at Lembo Lake, absolutely loving it. He lives to abuse his bike and body in NETRA hare scrambles, and at Lembo it paid off with a first in class. Photo by the Bossman, who usually tries to not get splashed.

July 1997
Volume 27 Number 7

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Warning: Motorcycle riding, hare scrambling, enduro riding and trail riding are all inherently dangerous, and unless you've already accepted the fact that you could get hurt easily doing anything illustrated in this book we'd hesitate to recommend that you try it. If you do, wear all protective gear, including a helmet, gloves, heavy boots, knee guards and anything else you can find. You should bundle up like a polyethylene Sta-Puft marshmallow man, and then go out and have fun. You will. Just don't worry about banging yourself up.

Real Info:

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Newsstand Sales: You won't find Trail Rider in Barnes & Noble or in any convenience stores. It's a long story, but suffice it to say we can't afford to sell it on the newsstand. You can get Trail Rider in a number of fine motorcycle shops, and some day we plan to print a list of them. Shops can sell Trail Rider easily. We'll sell you a minimum of six issues (non-returnable) at a price you won't lose money on, and we'll pay shipping. Call us.

Advertising: Clubs can advertise their events in Trail Rider for the low price of \$185 a page, and \$135 a half-page. This is something like a 40% discount off regular prices just because we like to help the clubs out. Regular retail advertisers are strongly encouraged to get in touch with us if you want to advertise in the Northeastern market, because we've got a dedicated, faithful readership of about 3,000 hardy souls, and besides that we like to eat, as we explained above. Advertising is what keeps this rag alive, and we appreciate your business.

Telephone Calls: We don't have a giant staff. Most of the people working for this magazine have day jobs, and don't keep office hours, so they're hard to get on the phone. We also can't sell subscriptions over the phone, and are too stressed-out to take Yankee Trader ads on the phone. However, we love to hear from you, and would really appreciate a letter or e-mail if you want to communicate with us. Tell us up front if it's not for publication.

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LAST OVER



by Paul Clipper

Flushing Mallards

"I'll tell you what, Paul, I'm definitely not going to go to Michigan, because I have a theory about competing when you're not serious."

Rod Bush was talking while we were driving back from the Cleveland airport. Just like any other motorcycle masochist, I was trying to talk him into joining Team Old Guy for a fun ride at the Michigan three-day. This was way back in 1985. He was having no part of it, and I asked him why.

"Because," he answered, "going to a local enduro anymore is like locking yourself in a steamy bathroom and hitting yourself with a hammer while flushing twenty dollar bills down the toilet. A three-day is like using a sledge hammer and flushing hundred dollar bills."

"Hey Rod, we're not going up there to flush mallards, we're just going to have a good time and get a lot of riding in."

"Sure you are."

I was mildly surprised when my riding partners showed up at seven o'clock the next morning, with everything loaded up and ready to hit the road. This is the kind of thing that never happens with three people, and as Rod twisted my ankle and pulled steadily to wrench me from my death grip on the bed, I made a questioning comment about it.

"The reason they're here so early and so ready," he said, releasing my foot suddenly and causing me to drop solidly on my butt on the floor, "is that they didn't bother to go to bed last night! And I hope you're planning on driving, because I can tell by looking at the both of them that they aren't going to do it."

I found Jack down at the kitchen table, nursing a cup of instant and looking slightly dazed. "I hope you like to drive, because we're both pretty tired," he said, without a hint of humor. Driving was fine with me. I would just as soon be at the wheel when we augur the van into a ditch. That way, at least I'd know how it happened.

So we picked up Mike and hit the road. The last thing I heard before they hit the

floor was "Fill it up, and wake us when you find a place to eat." No problem. The van was just about dry, so I rumbled out to the road and eased into the first gas station. Five minutes later I was wondering whether the gas tank was hooked into all four tires as I was paying the attendant \$42.50 and still had a sneaking suspicion that the tank wasn't full. The gas gauge agreed with me, but I figured, hey, I got plenty of money.

At the first macrobiotic, vegetarian hippy-fuel restaurant I came to, I wound up taking orders and walking out carrying two bags of hot concoctions and walking thirty bucks lighter. Still no big deal. We ate and then drove to a K-Mart to pick up supplies. We needed horns and mirrors, an ice chest, and a case of Off insect repellent (have you ever been to Michigan? They have mosquitoes as big as the Jersey Devil, which is nothing more than a horsefly that made the mistake of drinking the wrong water outside of Atlantic City), watch batteries, and assorted other traveler's aids guaranteed

this time, and after another hour had found a cabin for rent, at which an incredible amount of cash changed hands to help convince the owners that dirt bike riders were really okay, and we weren't likely to burn down any buildings during our brief stay.

Sign up was no problem. Sixty dollars for the three days, and we were set to go. If Mike and I hadn't broken our bikes on the first day, we'd have been satisfied, but as it turned out we were enlisted as pit crew members for day two. One day filling gas tanks was enough for me, so I hit headquarters on the way back to sign up for the District one-day they were holding on Sunday. Even though I'd signed up for three days already, I still had to pay twenty bucks for another day of riding. As I dug through my wallet, I noticed it was the last large bill I had, and I didn't let go of it without a momentary twinge.

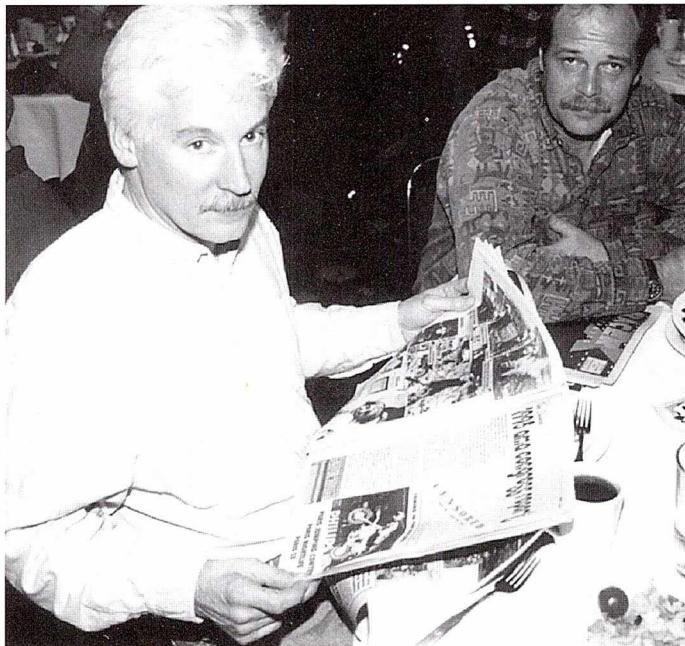
Forget about the trip to the grocery again that night, to fill up on supplies for the final day. Also, it's best not to mention what airplane fuel costs,

especially when you're filling up three five gallon cans, and then the van just for good measure, because after all the gas station isn't on the way to the hotel. And then you add in dinner that night, and factor in some sort of amount for breakfast the next day. It makes no difference that this was a national event, I knew I could do the same thing on a local enduro weekend; without a doubt I'd done it before, and I'd do it again, so I just kept peeling off the bucks, like a crazed patron in a go-go bar.

By the next morning, my wallet looked as if it had been drilled a few times by a .357 magnum, and Mike's was showing signs of terminal fold failure, so we started working on Jack's. I did some quick calculations and figured that we'd be lucky if we got back to Ohio with a dime between us. It was about this time, while we were checking over our bikes in the work area, before the last day's start, when one of the club member hollered to Jack "Hey, whatta think, you KTM guys gonna win this thing?"

Jack just stretched and smiled at the guy, and said "Win it? We're happy just to get to the starting line!"

How true. You could write a Country/Western song along that theme, record it in a rolling van full of injured enduro riders, and accompany it with the sound of a toilet flushing away fat wads of green paper. □



(photo by Davey Coombs)

to make our trip go smoothly. We spent a few more bucks, but it was stuff we needed.

The food/fuel thing happened a few more times on the way up, but I was feeling flush on the first day of the trip, so I never complained. We arrived at our destination and started setting up some very official pits around our trailer, and then while Jack and I worked on our bikes, Mike went off to secure our lodgings for the night. He was gone a long time, and when he got back he was babbling about losing our rooms and everything being full. The two of us went off



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EASTERN NEWS

Works Shirt

The Six Days is coming up rapidly, and everyone who is going is furiously planning the trip and trying to make the money necessary to get to Italy and live for a couple of weeks. One such industrious east coast resident is Chris Smith, veteran of ISDE Junior Trophy team success, who is this year putting in his time on the World Trophy Team for the USA. In order to help finance his trip, Chris commissioned a commemorative T-shirt design by his old pal Jerry Bernardo, and is selling it to help raise cash. We don't know what the shirt looks like, but if Bernardo (supreme ruler of Team Fah-Q) designed it, it has to be a real collector's item. We also don't know what it costs, but you can find out all this by calling Works Enduro Rider at (908)637-6385.

Turkey Run Canceled

The Al Eames Memorial Trail Ride scheduled for July 20 has been canceled. Unfortunately, the trail boss of the event, Lynn Burton, had to transfer to Arkansas for his job, and without his direction the club decided to forego the event. It's a real shame, because in the past two years the Al Eames Memorial had established itself as one of the premier trail rides in New England. We'll all miss it, but perhaps we'll see it again next year.

New Green Marble

ECEA riders will note that the Green Marble enduro is happening this month, a little bit later than it's usual June date. It's all for good reason; the club lost the campground start location it's been famous for, and is now starting out of Dan's Mountain Drag Strip in Rawlings, Maryland. It's on Route 220, south of I-68 exit 42 about 10 miles. The big news

NAMES AND ADDRESSES

New England Trail Rider Association (NETRA)
P.O. Box 478
Ellington, CT 06029
(860)875-5757

East Coast Enduro Association (ECEA)
RD 4, Box 5671
Jonestown, PA 17038
(717)865-0601

Vermont Trail Riders Asc. (VETRA)
P.O. Box 136
South Pomfret, VT 05067

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Box 77
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(614)891-2425

New York Trail Rider Alliance, NENYC
8 Komar Drive
Charlton, NY 12019

New Jersey Trails Conservancy (NJTCA)
1799 Route 38
Mt. Holly, NJ 08060

District 6 Sports Asc.
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(717)272-6896

SETRA
5165 Thompson Mill Rd.
Lithonia, GA 30038

Blue Ribbon Coalition
P.O. Box 5449
Pocatello, ID 83202
(208)237-1557

Mass. Trails Update

The Massachusetts Dept. of Environmental Management called a mud season for all the state forests in the Berkshires this spring. This meant no riding in October Mt., Savoy, Pittsfield, Tolland, or Beartown S.F. until after May 15. We can not fault the DEM for this closure because the trails were very muddy and easily rutted. However, this situation again points out the senselessness of the policy which bans riding in November when the trails are solid, and then requires an annual mud season in May when the statute calls for reopening the trails.

State Senate Bill 1060, which mandates that the trails be open year-round unless conditions warrant closure, was scheduled for a committee vote May 7th, in which it was defeated. NETRA Director Mark Bettencourt reported that committee members received a lot of calls from trail riders. One committee member told Mark that we must be well organized because he had gotten a dozen pro-1060 calls in the past two days. Several state representatives, including Rep. Tom O'Brien and State Senator Marc Pacheco, have sent committee chairmen pro-1060 letters. However, DEM Board and Audubon Society member Debra Cary sent all Massachusetts Audubon members and Friends of Mass State Forests members letters urging them to call committee members in opposition to the bill—and even published the committee members' home phone numbers! Apparently she forgot that the Friends of Mass State Forests formally voted to recommend that Miles Standish S.F. remain open to ORVs..

On the brighter side, we should have a good summer of riding ahead. While doing trail maintenance in Beartown S.F. in the spring, I toured a new trail the DEM cut for us which eliminates a road section between the Wildcat Trail and Turkey Trail. The Pathfinders are close to completing a new trail authorized by the DEM, linking the Skypeak Trail with the Turkey Trail.

—Reported by Mike Stone

is that no roads are used in the event, and as a result the club was able to qualify for "closed course" status, meaning you don't need a registered bike in order to ride it. Also, we'd assume that means you don't need the silly two mirrors and a horn required by Maryland state law (or was that one mirror and two horns?). It sounds like it's going to be a real fine time; if you need to know more call them at (410)655-6904, or look for the ad in this issue.

More Closed Courses

The other ECEA enduro this month, the Foggy Mountain Breakdown enduro in Blain, Pennsylvania, is also a closed-course event, and has been for a long time. The Susquehanna Off-Road Riders always put on an event that could very well be a national, with long trail sections and plenty of hills, and although it's usually a workout, we think it's fun. You can call them for more info at (717)270-9420.

New Tri-State

In the spirit of offering equal time, we also have to say a few words about the NETRA Tri-State enduro, happening this month. Its new trail bosses, Tim Dinge and Karen Whittier, promise plenty of new trail, compared to past Tri-States. The combination of trail bosses should lead to an interesting ride; with Ms. Whittier's philosophy of fun, easy riding meshing with Tim's well-known love of the abusive. You can get information on all NETRA events through the NETRA hot line, at (860)875-5757.

New Web Site

Speaking of NETRA information, the New England Trail Rider Association has a brand-new Web site, not to be confused with the old Web site. The new address is and it is growing every day. On it you can find information pertaining to upcoming events, reviews of past events, membership and club information, and lots more. If you've got an Internet connection, you'll find it a really useful site. If you don't, keep reading Trail Rider and we'll try to keep you just as informed.

Scads of Scrambles

We're in that part of the year again, when the hare scrambles events come fast and furiously. This month NETRA has three events, the Central Vermont on July 6, the Greylock on July 13, and the Belltown Scrambles on July 27. If three in a month aren't enough for you, wait until next month, when there's NETRA hare scrambles every weekend! The Ridge Riders are also hosting an ECEA hare scrambles this month, with the Ski Plattekill hare scrambles on the sixth. You can contact NETRA at the usual number, and get in touch with Ridge at (201)729-6764.

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Pennsylvania Trails

Received a flyer in the mail the other day from the Pennsylvania Department of Natural Resources. The flyer described the Pennsylvania Recreational Trails Program and basically told how groups can apply for federal grant money for trail projects out of the Symms National Recreational Trails Act of 1991. According to the brochure, state and federal agencies, organizations and individuals may apply for trail funding grants of up to \$20,000. The Pennsylvania program, as enacted, calls for a local matching grant, so for a \$20,000 Symms fund grant you must raise \$20,000 through the private sector as matching funds. Chances are, if you're active in a club or trails organization you already know this, but if you're new to the grant money business, call the DNR at (717)787-2316 and tell them you want a brochure and a project application, and you can learn all about it. □

Where To Ride

7/6 AMA Nat. D.S., Redding, CA
7/6 Central Vermont Hare Scrambles, Chelsea, VT
7/6 ECEA Hare Scrambles, Stanhope, NJ
7/6 Tri-Co Dual Sport, South Jersey
7/12 AMA Nat. D.S., Brightwood, OR
7/12 Nervous Novice Parent/Child ride, Granville, MA
7/13 AMA National Enduro, Drummond Island, MI
7/13 Greylock Hare Scrambles, Windsor MA
7/19 AMA Nat. D.S., Davis, WV
7/20 AMA National Enduro, Rand, CO
7/20 Foggy Mountain Breakdown Enduro, Blain, PA
7/20 Tri-State Enduro, Oxford MA
7/27 AMA National Hare Scrambles, Kahoka, MO
7/27 Belltown Scrambles, East Hampton CT
7/27 Green Marble Enduro, Whiteford, MD
7/27 Moose Run V.T.R., Wyman Township, ME
7/27-8/1 AMA Nat. D.S., Newberry, MI

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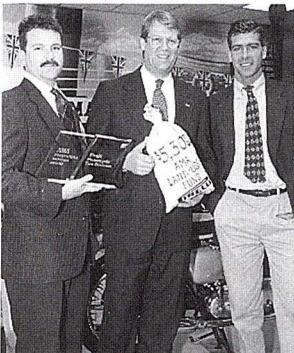
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THE REST of the WORLD

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Pirelli Motorcycle Tires this spring presented \$5300 to the American Motorcyclist Association as its 1997 contribution to the Pirelli/Summers AMA Open Trail Fund. The Fund was created in 1995 when Pirelli joined forces with Scott Summers, and its purpose is to help preserve current riding areas and create new ones. The \$5300 amount represents a \$300 increase over the company's 1996 contribution. Fund money comes from a portion of the purchase price of every Pirelli MT-21 and MT-32 tire sold, as well as from the sale of special Fund T-shirts. If you would



Cory Jonson of Pirelli, Robert Rasor of the AMA, and Scott Summers.

like to help contribute to the Pirelli trail fund, you can get a neat Scott Summers T-shirt by sending a money order for \$14.95 to Pirelli Motorcycle Tire, 410 Eagleview Blvd., Suite 106, Exton PA 19341.

Summers Leading GNCC

After six events, Scott Summers is once again leading the AMA's Grand National Cross Country championship. Summers has 108 overall points, compared to Steve Hatch's 94, and Scott Plessinger's 89. There are 13 events in the long GNCC season, so anything can happen between now and then, but so far the "old guard" of the GNCC is holding up well against the much publicized Team Suzuki assault on the series. Team Suzuki is, however, controlling the AMA National Hare Scrambles series quite handily, with Steve Hatch currently leading in overall points.

What's Your Brand?

The neat thing about getting press releases from the GNCC people is that they always send a breakdown of attendance according to bike brand. For example, what would you think was the most popular bike brand used at the GNCC? It's Yamaha; Yamahas have

made up roughly 25 percent of the entries at the GNCC events to date. According to figures from the popular Loretta Lynn's combined AMA National/GNCC, second in popularity is Kawasaki, at 23 percent, followed by Honda at 18 percent, KTM at 16 percent, and Suzuki at 14 percent. Other brands make up the final four to five percent, including two percent for Husqvarna.

What About Husky?

Very good question. In a nutshell, when Ducati was sold to a new group of investors, North American sales of Husqvarnas was more or less tossed aside, at least for the moment. It's no secret that Ducati sales (have you seen anything else in Cycle World for the last three years?) far outstrip sales of Huskys in this country. You could say that it's not even necessary to market Ducatis, they're so popular, and when Ducati North America had to make the choice between selling Dukes or spending time marketing Huskys, guess which brand won out? There are still Husqvarna parts available for sale through dealers out of the Ducati North America North Jersey warehouse, but there is no such thing as a 1997 model Husky in this country, although there are many promises for an early-release of a 1998 model. In the mean time, rumors keep flying around that

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Ducati is looking for a buyer for the distribution rights to Husqvarna, but the asking price is ridiculously high. It really is a disappointing fate for a multi-time national championship machine, and what is inarguably a high quality product even now. The point is that Husky is not dead, although it is seriously limping at the moment. Hopefully something good will happen in 1998; it would be a shame to lose this historic marque in the U.S.A.

More HP for the YZ

If you're using a YZ for hare scrambles, maybe you've wished for more horsepower on occasion. We can't think of what that occasion might be, but hey, you know what you want, right? Well, if you really feel the need of excess you might want to look into Boyesen's new RAD Valve for the YZ250. According to Boyesen's literature, they dyno-tested a stock YZ to produce 24 bhp at 9700 rpm (this is on their dyno, now; and yeah, we know your YZ puts out more than 50 hp). With the addition of the RAD Valve, the same YZ put out 33 bhp at 9700 rpm. That's a difference of nine horsepower, and imagine what you could do with that if you had a clear trail in front of you. The suggested retail on a RAD Valve is \$149.95, and you can get it



though your dealer or direct from Boyesen at (800)441-1177.

Boyesen Ports

We've also alerted that Boyesen Engineering is also now offering a porting service for racers, known as Boyesen Precision Porting. For years now, "friends," sponsored riders, and a lucky few have been able to ride on more or less one-off ported cylinders, out the back door of Boyesen's shop, but now their savvy and service are available to anyone with the desire and a little bit of cash. Offering different stages of porting to cater to every rider's needs, prices range from \$220 to \$420. Wes Gilbert is the guy behind this new service, and you can talk to Wes about it by calling (800)711-5315.

Coolest Wrench Award

Motion Pro is the manufacturer and importer of an eclectic variety of specialty tools for the motorcycle mechanic, and they have got some really nifty stuff in their catalog. One of the items that really catches the eye is their line of ratchet combination wrenches. One end of the wrench is a reversible, 15-degree 12-point box end ratchet, and the other end is an open-end wrench. Sounds like it could be big and clunky, right? No way, you pick these wrenches up and you're amazed at how light



they are and how smooth they operate. They're made out of really nice SCM-21 tool steel with a hard nickel-pewter finish. They're available in all the popular sizes from 10mm to 19mm, and can be purchased singly or in a complete set. Motion Pro likes to sell through dealers, but if you don't know where to go, call them at (415)329-0427 and they'll tell you where you can find their tools.

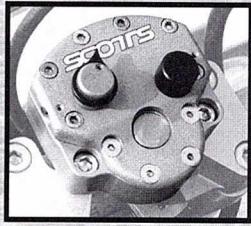
ISDT Reunion

If you're an ISDT fan, or an old timer with a weakness for nostalgia, here's an event you're not going to want to miss. Leroy Winters, an ISDT veteran and well-known rider, dealer, good-guy from Arkansas has put together an ISDT Reunion in combination with AHRMA for this fall. The ISDT Reunion is going to take place on September sixth and seventh (impound on September 5th), near Ft. Smith, Arkansas, at Turner's Bend. What will follow is a two-day ride in the Ozark National Forest, with special tests and a grass-track motocross. According to their press release, it has attracted the interest of John Penton, Dick Mann, Preston Petty, Malcolm Smith, Dave Mungenast and many more; so if you want to bump elbows with all the heroes of our sport in one place, this looks like the place to be. For more information, definitely write to Leroy Winters, 10303 Highway 45 South, Fort Smith, AR 72916, or call (501)646-1168. □

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Grand National Cross Country Champion

Background Photo is of Larry Roeseler. Scotts Damper is also the official Steering Stabilizer of Team Green.



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STUMPJUMPER ENDURO

Richard Lafferty nabs first spring sandbox ride

By Mark Uth

Warren Grove, NJ 4/20

Richard Lafferty "found that winning feeling" for the first time in this young 1997 ECEA Championship Enduro Series, reverting to '96 form aboard a KTM 250 EXC and posting his first overall victory of the season. Despite a late-day lapse that cost him two hot points, Richard managed to best a field of ECEA AA hot shoes that included his brother Jack Jr., Jeff Kirchner, Kevin Bennett, Mark Grossman, Mike McHale and series points leader Fred Hoess. Notably missing were defending series champion Mark Spence and ECEA icon Michael Lafferty, who were contesting the conflicting national enduro in Sheldon, Washington. Some 3000 miles away, Michael made it a two-fer day for the family Lafferty, winning his third grand championship of the '97 AMA National Enduro Series.

Back east, round four found Motorcycle Competition, Inc. (MCI) unveiling their new spring fling Stumpjumper Enduro. More than 250 riders entered the first ever April running of the event, which unfolded under overcast skies and cool temperatures that might have barely bested the 50 degree mark. Afterward, while everyone was waiting around for results to be finalized and posted, sunny skies and mild temperatures prevailed. However, during the event things could have been chilly.



Overall winner Richard Lafferty sets up for the attack.

Could have, that is, if it weren't for the on-the-gas, hare scramblesque course laid out by sophomore trail boss Dave Jobes. While most expected the dwarf forest of the southern plains and Coyle Field to be considerably wetter in the spring time, this proved a minor point, as riders hammered over the lengthy 84 mile course that granted essentially only one reset per loop.

The course was a dichotomy. Miles and miles of the nastiest sand whoops possible in many sections, even for early rows, were coupled with equally lengthy sections of fresh stick farms. It was feast or famine depending on your perspective.

Out of the relocated start control, after a short blip over a small stream, things got going quickly. The day's first check was located a mile or so out of the start as riders turned off the asphalt and crested a small rise. Seemingly a check-in, some hot points were taken, after which a short trail romp at 18 MPH quickly yielded to sand roads and mega-whooped out trails. This slowed things down somewhat, however, by the time three miles of free time was up, nearly all were back on time. This was to become an all-too-familiar situation. A little more sand road and whooped trail soon led into MCI's bombing range stick farm, sans check-in. As usual, two checks were found within the 12+ mile section, both emergencies. A 4-12 was the time to beat through the section, a pace set by ECEA points front runner Freddy Hoess

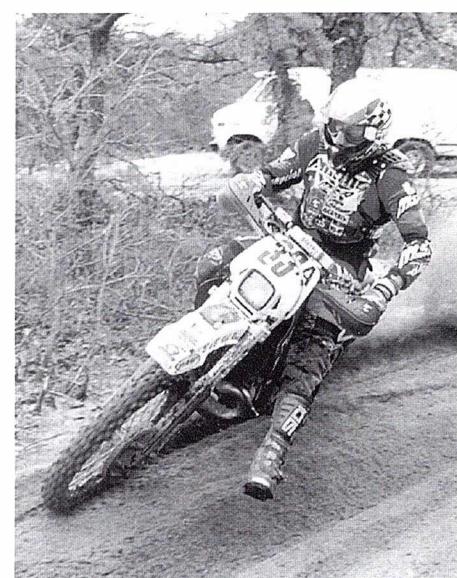


Todd Lockhart was second in the A200 class.

and a KTM mounted Richard Lafferty. Jack Jr. trailed with a 4-13 tally, while most other A/AA riders yielded 20 or more points.

There was no reset afterwards and its was off to the races trying to get back on time over mostly open two track sand road interspersed with occasional short trail sections. Another check was encountered some miles later, which took points from the majority of the field, although top riders carded zeros. Again riders dallied with time-keeping after the obligatory three miles of free time, and again shortly thereafter things got tight, driving riders off the 24 MPH pace. At another emergency check-out, a handful of AA riders set benchmark two point scores, including leaders Richard and Jack Lafferty, Jeff Kirchner, Mike McHale, Bill Atkinson, and Craig Shenigo. Afterward there was a welcomed reset, literally the first of the day since entering the woods, followed by a timekeeping trail ride back to the fire house for the midday gas available. At the break, Richard Lafferty lead the field with an 18 point card, trailed by his brother Jack's 19 and Dave Groemm's 22.

The afternoon loop began with a short ride down the blacktop with an apparent check-in immediately off the road. In what was to become the norm for the p.m. loop, the section alternated between tight pace-breaking trail and fast open catch-up sections. After several miles



B&B's Craig Shenigo rails a sand berm coming off of Red Gravel Road.

of this action, a tight section was followed by a secret check-out which was zeroed by front runners Rich Lafferty, Hoess, Kirchner and A125 pilot Mike Sigety. Again, easy connectors at low speed averages were used to get riders back on time, until the course wound its way to MCI's infamous Coyle Field special test.

A tricky section when run at 18 MPH, this test somehow manages to burn the ECEA's best, year after year. This year trail boss Dave Jobes threw riders a double curve, running the sections backwards from recent events and tacking some additional miles of fresh tight trail to further confound riders. At the end of the section an emergency check-out was again zeroed by a handful of A and AA riders, while most others dropped a point or two. Afterward was a welcomed reset at which wearied riders rested before what was almost universally anticipated as a timekeeping trail ride to the known control. What actually ensued for the next 10 miles, was two more lengthy, high speed special tests, sans check-ins, that saw riders driven off the 24 MPH pace in tight, whooped sand trails connected by high speed catch-up sections over rough woods roads. Two secret checks were found within the span, at which all riders dropped points. Richard Lafferty and Kevin Bennett faired best over the stretch, each going 1-3, while most other top riders dropped six to eight points.

With this, the race was essentially over, Richard leading by a four point margin with nothing but a timekeeping trail ride between him and the KC. However, trail boss Jobes had one final trick up his sleeve, throwing in a final timekeeping check at literally the last possible on the day, tagging a number of riders, including front runner Lafferty for hot points. Fortunately for him, his gaffe only cost him two points, sealing Grand Champion honors with a 24 point score. A newsworthy aside, Lafferty won overall riding last year's '96 KTM 250 EXC. It seems that he's in the process of severing his ties with Team Green and returning the associated KX250s that were campaigned in earlier series rounds. Richard commented, "The bikes keep breaking, although I'm admittedly hard on equipment. My KTM is still in good shape and it's really set up well for this type of course." Jack Lafferty Jr. earned second overall with a 26 point card. Jack stated afterward, "I had trouble with my timekeeping equipment and ran most of the race without an odo. While I didn't burn any checks the lack of an odo prevented me from being on the top of my game." Third overall was ECEA series front runner Fred Hoess, who finished at 29 points down aboard his Bromley Suzuki RM125.

Dave Groemmm placed fourth overall riding a ratty, aging '93 KTM 300 to a 30 point finish and High Point A trophy. Runner-up to the HPA was row mate and club mate John Walter, who posted a 32, good for seventh overall seeding as well. In between those two, filling the fifth and sixth overall slots, were a pair of Kawasaki riders, KDX 200 mounted Jeff Kirchner (30) and Marc Grossman (31) aboard his KX250. In B class action Todd Quinn earned High Point B honors turning in a 52

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point card, while three points behind, KX250 pilot Scott Gribble posted a 55 for HPB runner-up status.

Novice class competitor Troy Rider narrowly topped the C class for the High Point award, finishing 84 points down despite posting seven hot points at the day's final check. C class runner-up on the day was CR250 rider Ed Smith, who came in a tick behind with an 85 card. Defending Masters class champ Joe Galie continued to dominate the class, posting another victory on the day, and likewise class stalwart Kathi Cambell earned the Women's class victory.

Substitute celebrity referee, gentleman Frank Todash, saw that results were finalized and posted expeditiously and amiably. The club then proceeded to hand out the considerable spread of trophies in typical ECEA fashion, sending everyone on their way well before six p.m. The post race blotter revealed no serious injuries nor trouble with event organizers.

The general consensus was that this was the toughest Stumpjumper in some years, one that kicked everyone's ass with a relentless, no rest format. It almost seemed as if trail boss Jobes had something to prove, and did so by taking major points, the average B class score being something like 75, and Novice class median well over 100. This took its toll as there were beaucoup DNFs, especially in the novice and specialty classes. Before the race, Frank Todash coyly stated it would be last fall's course, run backwards. This was grossly misleading; intentional or not, I'm not sure.

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Stumpjumper Enduro Class Results

Richard Lafferty KTM 24

Grand Champion Dave Groemann KTM 30

High Point A Todd Quinn Kaw 52

High Point B Troy Rider KTM 84

High Point C AA

1. Jack Lafferty, Jr. KTM 26

2. Fred Hoess Suz 29

3. Jeff Kirchner Kaw 30

4. Marc Grossman Kaw 31

5. Mike McHale Yam 32

A125

1. Mike Sigety G-G 40

2. Steve Hodgson Suz 45

3. Ed McGall Yam 54

4. M. D. Spencer Hon 61

5. Craig Copeland Hon 61

A200

1. Ron Lucas Kaw 43

2. Todd Lockwood Kaw 55

3. Scott Wolcott Kaw 58

4. Perry Hodges Yam 73

5. Steve Mardano Kaw 90

A250

1. Stu Crouch Hon 38

2. Dwayne Shirk Kaw 41

3. Jeff Bottsford ATK 51

4. C. Stapleford Kaw 51

5. Scott Deveccchio Kaw 54

A Veteran

1. John Walter Suz 32

2. Mark Uth KTM 36

3. Ken Law Hon 36

4. Dave Maco Suz 40

5. Wayne King KTM 40

B125

1. Dan Stoppi, Jr. Kaw 58

2. Stever Fox KTM 61

3. Dave Fraizer Kaw 63

4. Joe Marchesani Yam 69

5. Ed Hannah Hon 75

B200

A Senior

1. Kevin Kuenzner Hon 44

2. Dave Barlow Yam 46

3. Bill Atherholt Suz 54

4. Dan Stoppi Hon 64

5. J. Farrar KTM 67

A Super Senior

1. Scott Wolf Yam 56

2. Rich Trader KTM 59

3. Rich Tompkins KTM 60

4. Jack Lafferty KTM 61

5. Dan Kirkpatrick Hon 120

B Veteran

1. John Walter Suz 32

2. Mark Uth KTM 36

3. Ken Law Hon 36

4. Dave Maco Suz 40

5. Wayne King KTM 40

B Senior

1. Gerald Stake Kaw 91

2. Dave McIntyre Kaw 111

3. M. Pratova Hon 112

4. Martin Ferguson Hon 136

5. Ed Newcomb Suz 155

B Super Senior

1. Fred Najork KTM 356

2. Steve Bertoline Kaw 102

3. Dennis Espinosa CRE 122

4. J. Corsello Kaw 151

5. Ron Decaro KTM 300

Masters

1. Joe Galie Yam 152

Women

1. Kathi Cambell Kaw 78

A Four Stroke

1. Lewis Smith Hon 39

2. Mark Hummel Hon 42

3. Vernon Wood Kaw 44

4. Ken Zabroski Hon 66

A Heavy

1. Bill McConnell KTM 39

2. Cliff Tenney KTM 54

3. Howard Moudy KTM 117

4. Kenny Taylor KTM 119

A Senior

1. Kevin Kuenzner Hon 44

2. Dave Barlow Yam 46

3. Bill Atherholt Suz 54

4. Dan Stoppi Hon 64

5. J. Farrar KTM 67

A Super Senior

1. Scott Wolf Yam 56

2. Rich Trader KTM 59

3. Rich Tompkins KTM 60

4. Jack Lafferty KTM 61

5. Dan Kirkpatrick Hon 120

B Four Stroke

1. Ron Smith Kaw 67

2. Chris Thorsen Hon 104

3. Marty Hielser Hus 133

4. Scott Tellone Hon 152

5. George Bressler Hon 161

B Heavy

1. Tim Gallager KTM 77

2. Paul Bitting KTM 83

3. Matt Howton KTM 86

4. Joe Galie, Jr. KTM 86

5. George English KTM 92

B Senior

1. Gerald Stake Kaw 91

2. Dave McIntyre Kaw 111

3. M. Pratova Hon 112

4. Martin Ferguson Hon 136

5. Ed Newcomb Suz 155

B Super Senior

1. Fred Najork KTM 356

2. Steve Bertoline Kaw 102

3. Dennis Espinosa CRE 122

4. J. Corsello Kaw 151

5. Ron Decaro KTM 300

Masters

1. Joe Galie Yam 152

Women

1. Kathi Cambell Kaw 78

B250

1. Scott Gribble Kaw 55

2. Jeff Brown Kaw 64

3. Dave McGee Yam 78

4. Bill Gilbert Yam 80

5. Carmen Tino Kaw 88

C200

1. Ed Brandner Hus 95

2. Joe Smith Kaw 101

3. Bruce Baker Kaw 106

4. John Dunn Kaw 106

5. Joe Schwab Kaw 129

C250

1. Ed Smith Hon 85

2. G. Mamounis KTM 118

3. Rick Laiacoma Kaw 137

4. Jim Aiello KTM 138

5. Mike Sharp Suz 197

C Four Stroke

1. Charles Sullivan Hon 115

2. Craig Gaver Hon 127

3. Al Zabroski Hon 147

4. Chuck Potts Suz 241

5. T. Dibiasi Suz 280

C Heavy

1. Ray Strohm KTM 105

2. Rene Carmey Hon 124

3. J. Griff KTM 230

4. James Riche Hon 363

C Veteran

1. Marco D' Ottavio Hon 88

2. Steve Bertoline Kaw 102

3. Dennis Espinosa CRE 122

4. J. Corsello Kaw 151

5. Ron Decaro KTM 300

Masters

1. Joe Galie Yam 152

Women

1. Kathi Cambell Kaw 78

Complaints were minor, one being a case of spotty arrowing in a few of the afternoon sections that caused some confusion. Additionally, we were surprised that the fire house passed on the food concession this year, making Lucielle's the site of a

boom-town quest for post race grub. In all it was a fun, if not challenging event that bodes well for future spring time Stumpjumper Enduros. Kudos to MCI members friends and family for their fine efforts. □



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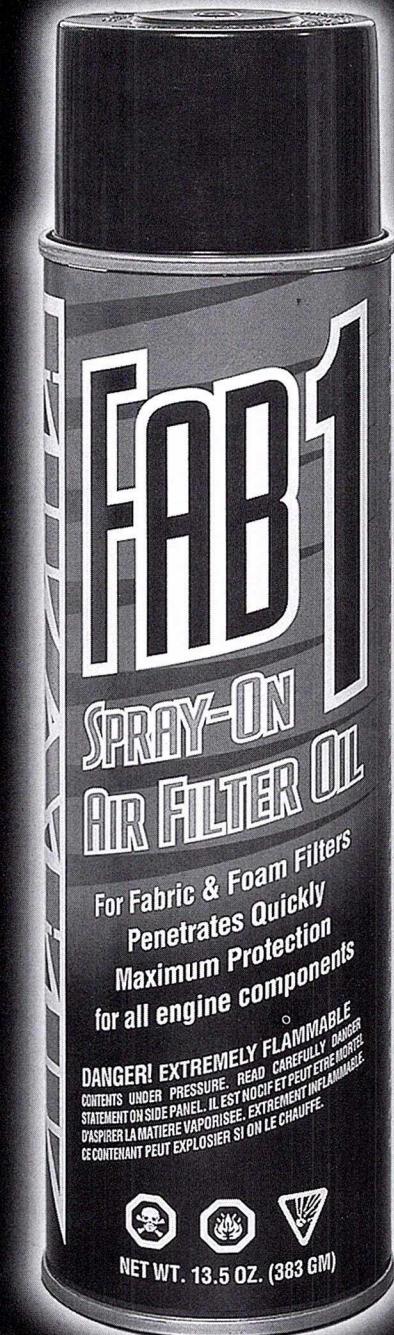
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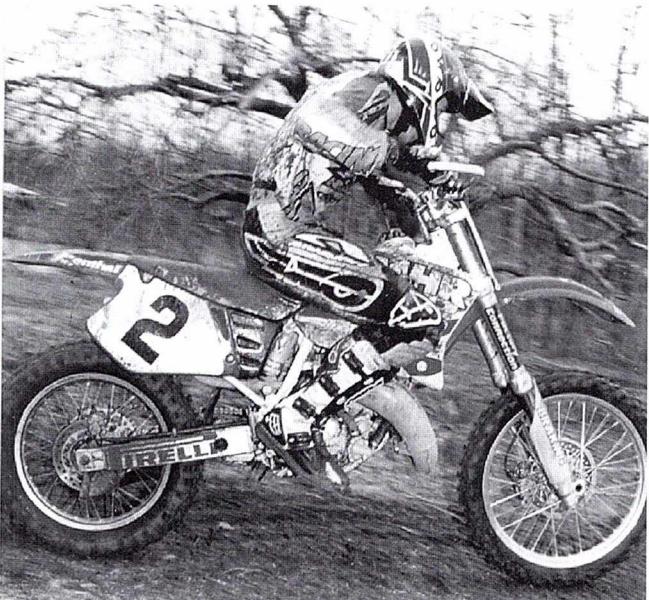
LEMBO LAKE

More mudplay in Modena

By Cheri Alix, photos by Paul Clipper

Modena, NY 4/13

Over three hundred and fifty riders descended on the Lembo Lake apple orchard for the second race of the NETRA Hare Scramble series. The club laid out a five mile course that consisted of roughly 2.5 miles of rock and mud-filled woods broken up with wide open field sections that weaved throughout the apple orchard. Even though the course was extremely muddy it was solid and fast, with only one nasty hillclimb to slow the riders.



Josh McLevy with his head down and the throttle on. This is how he looked through the whole race, and he scored a convincing overall win.



Yes! This is what we ride New England events for! If you like bony mud sections, the Lembo course was not disappointing at all!

Seventeen riders lined up on the AA line for an eight lap race. Tech Tube's Bob White grabbed the holeshot, followed by Dave Gunn, Todd Levesque and Pirelli/Spectro/AXO's Josh McLevy. At the back of the pack was KTM/Dunlop's Tom Norton, last year's NETRA champion. Norton got taken out at the first turn and had to untwist his front end before taking back off.

The riders were funneled instantly into a large mudhole, then around a few apple trees before heading into the rocky woods. The first woods section was one big rock-filled mudhole. It then weaved out into the fields and through the apple trees before heading back into the woods.

It only took thirteen minutes for the riders to complete the first lap of the five mile course. McLevy, who had grabbed the lead as soon as the riders hit the woods, came around with a fifteen second lead over second place Todd Levesque. Norton had worked his way through the pack and was now in third place but still down almost a minute, followed by Hoot Owl's Ken Law, Randy McCann and Gunn.

During the second lap, McLevy managed to increase his lead over Levesque to forty seconds. By this time the leaders were heavily into lappers and the lap times had increased to almost sixteen minutes.

"Once we ran into lappers on the second lap, you could no longer rely on your lines from the previous lap", stated McLevy. "The line you might have used on the last lap usually had someone stuck in it on the next lap. You had to keep your eyes open and keep changing lines each lap."

It was beginning to look like McLevy would

once again run away with the win until the fourth lap. "I hit a rut and started to go over the bars. My hand came off the bars and got stuck in the bark buster as I was going over," said McLevy. "Luckily I fell to the side instead of going all the way over or I might have broken my hand instead of bruising it."

This mishap allowed Levesque to catch McLevy as the two riders came around at the end of the lap, not two seconds between them. Both stopped to pit with Levesque getting out first.

It was obvious on the fifth lap that they both wanted the win and neither rider was willing to let off. Taking over a minute off the lap times, they came around at the end of the lap with Levesque still holding onto the lead.

A few minutes back in third was Factory Connection's Rick Claxton followed by Patrick Timothy and PJ Peculis. Norton who had been running in third, got a rock stuck in his rear brake lever bringing his bike to a complete stop. His luck didn't stop there. Once he got going again, a Junior rider, out spectating on his bike, drove out onto the course T-boning Norton and breaking off his fender and headlight and moving him down to sixth place. Not a good day in anybody's book!

Levesque was pushing the pace out front and pulling away from McLevy when he lost it in a rut. Levesque did a superman into the mud with both hands out. "It was just impossible to hold on and keep the pace with the mud covered gloves," said Levesque. By the time Levesque came



Todd Levesque tried to stay at the same pace as McLevy but couldn't do it, he settled for second overall and first AA.



Radical Russell Bain does the aquaplane mamba through Lake Lembo. He won the A Vet class.

around to pit for new gloves, McLevy had increased his lead to one minute. With only two laps to go it was impossible to make up the lost time.

After two hours of mud riding and lapping all but nine of the one hundred fifty riders on the track, it was McLevy, taking the checkered flag with Levesque finishing second. Claxton had held third until the sixth lap when he ran out of gas, putting him out of the top ten for the day. It came down to a battle between Timothy, Norton and Peculis. On the seventh lap, Norton was able to take over third place and put some

Lembo Lake Hare Scramble		B Four Stroke		5. Roger Crandall	Hon
Josh McLevy	Hon	1. Gus Bender	Hon	C 250	
Grand Champion		2. Bob Gagg	Suz	1. Dave Hense	Suz
Wes Clark		3. Tom Mooney	Hon	2. Maik Carlucci	Yam
Overall A		4. Mike Elston	Suz	3. Paul Davy III	Suz
Brian Lawson		5. Kerry Koeller	Hbg	4. Richard Dinardo	Suz
Overall B		Super Senior		5. Gordon Mullavey	Hon
Joshua Beebe		1. Jerry Shinners	Kaw	C 200	
Overall C		2. Heidi Landon	Kaw	1. Ryan Jump	
AA		3. Sally Haber	Kaw	2. Brett Cheneil	
1. Todd Levesque	Yam	3. Dawn Silvia	Kaw	3. Robert Hart	
2. Tom Norton	KTM	4. Pam McCann	Kaw	4. Paul Fischetto	
3. Patrick Timothy	Kaw	5. Dawn Shayer	Hon	5. Richard Merrill	
4. P.J. Peculis	Kaw	B 250		C 125	
5. Kenny Law	Yam	1. Bob Carlson	Kaw	1. Brian Wozniak	
A Open		2. Josh Hackett	Hon	2. Brian Pirro	
1. Jim Simcock	KTM	3. Kevin Hubbard	Yam	3. Dale Wager	Kaw
2. Mark Burdick	KTM	4. Jim Bourdon	Yam	4. Kevin Kessley	
3. Mike Nash	KTM	6. A.J. Snoop		5. Mike Wozniak	Kaw
A 250		B 200		C Senior	
1. Kris Mooney		1. Andy Briggs	Kaw	1. Mark Jolley	Kaw
2. D.J. Lis		2. Eric Rougeau	Yam	2. Mike Jukubowski	Yam
3. Charles Timothy III		3. Craig Hopsford	Hon	3. Alfred Carniani	
4. Jeff Staples		4. Gene Scott	Suz	4. Charles Kennedy	
5. Peter Byrne		5. Marc Federici		5. Mike O'Rourke	Hon
A 200		B Senior		C Veteran	
1. Hans Neff	KTM	1. Chris Fahan	Hon	1. James Menard	Yam
2. Steve Formanek Jr.	Kaw	2. Larry Piers	Yam	2. Mike Serilla	Yam
3. Jamie Prior	Yam	3. Dave Kanney	Yam	3. Dean Kreisner	Suz
4. Justin Spinney	Yam	4. Robert Foster	Hon	4. Richard Hansen	Hon
5. Dennis Anderson	Yam	5. Bob Young	KTM	5. James Bain	KTM
A Senior		B Veteran		C Four Stroke	
1. Steve Formanek	Kaw	1. Lance Longo	Suz	1. Jim Walsh	
2. Richard Tessier	Hbg	2. Rick Erickson	KTM	2. George Driedrich	
A Veteran		3. Mike Knight	Kaw	3. Brian Sanchetti	Hon
1. Russell Bain	Hon	4. Alan Whitford	Hon	3. Robert Todd	KTM
2. Mark White	Suz	5. Eric Reinhard	KTM	4. Mario Candeline	Hon
				5. Eric Poirot	

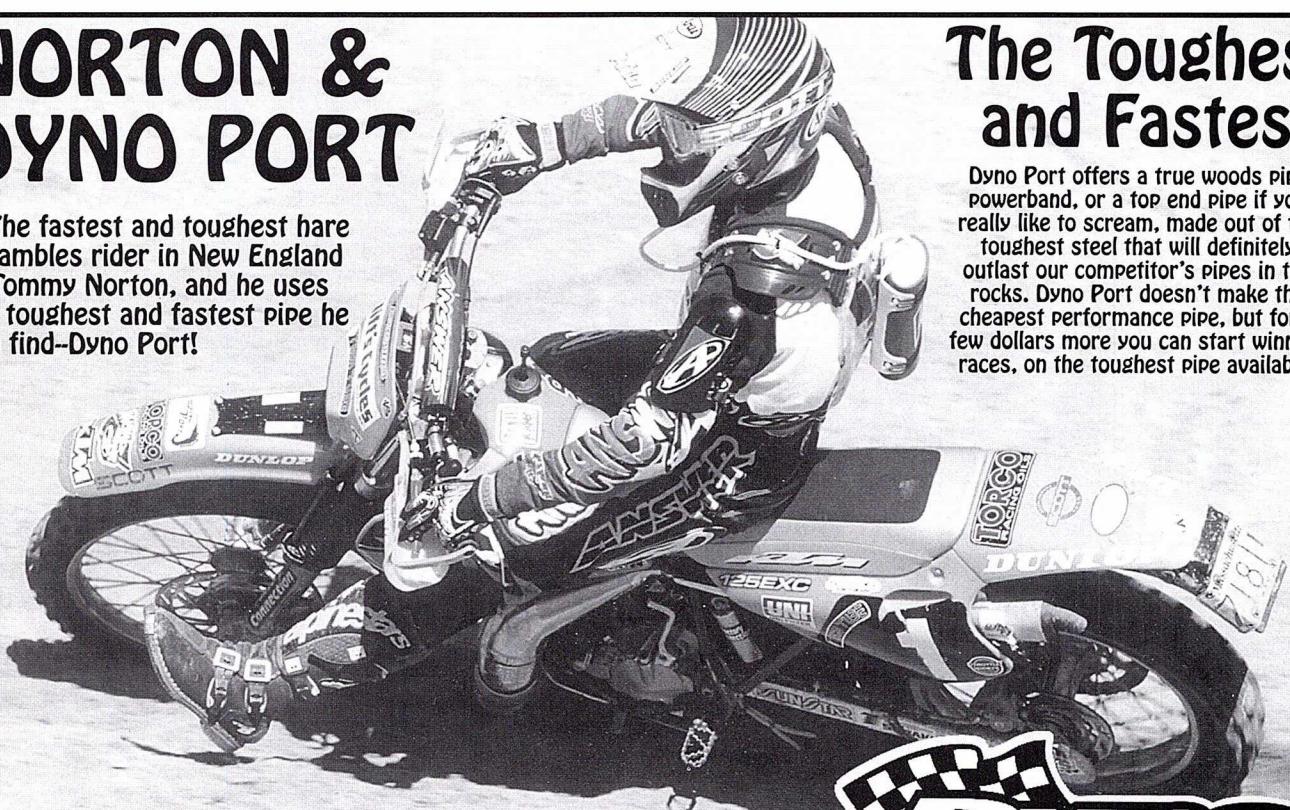
distance between himself and fourth. He held on until the end, winning third overall for the day. Timothy finished in fourth, with Peculis rounding out the top five.

The only Expert rider to break into the top ten was Wes Clarke on his Honda 250.

Clarke also took the Expert Class High Point. This allowed Kris Mooney to take over first place in the Expert 250 class, with DJ Lis finishing second. In the Amateur class, last year's Junior Class Champion, Brian Lawson, earned himself

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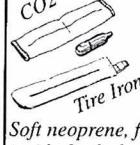
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There was this one greasy hill halfway through the course that some of the guys were having a real devil of a time getting up....



the Amateur High Point on his 125, moving himself one step closer to the Expert 125 Class.

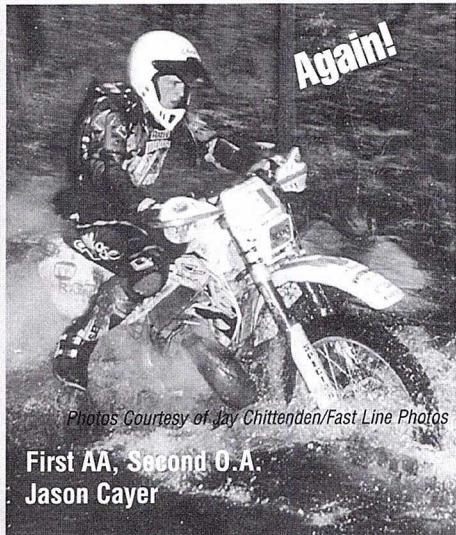
The Junior/Mini event, run earlier in the day, had a new line-up with many of the Mini riders being promoted to the Junior class, and most of last year's Juniors moving on to the Amateur Class. Taking the Mini class win with a comfortable margin of almost six minutes was Bob Langenback. Last year's Mini Champion, Nathan Kanney, went on to win the Junior class but only by six seconds over second place Jim Wesolowski. In the Women's class, Heidi Landon was the class winner and the only one in her class to complete all three laps.

Many new faces were also found in the Novice race, which consisted of over two hundred riders. After running four laps of the five mile course, it was Joshua Beebe taking the Novice High Point on his Honda 250.

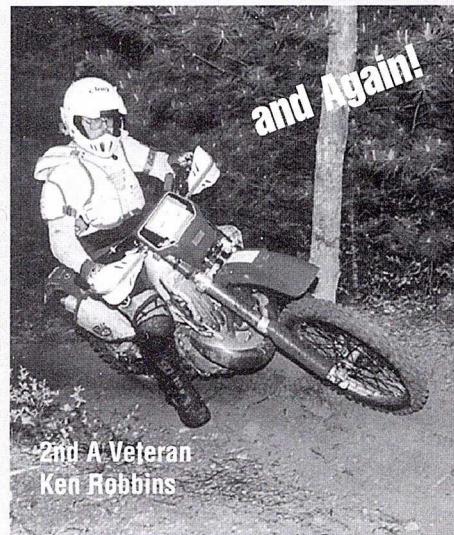
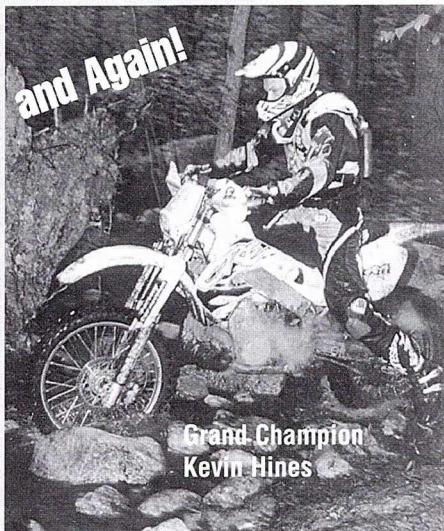
Probably one of the most heated battles of the day that didn't end even after the trophy was awarded was the Team competition. Each team consisted of ten riders. The team with the highest score took home the trophy. After a long debate, it was Team Fah-Q's captain, Russell Bain, being awarded the first place trophy. Taking a close second was team Ryder, followed by the Hoot Owls. Personally, I'd call for a recount. With Fah-Q's very own Roger Billharz keeping score, I'd be a little suspicious! □

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NEW JERSEY OFF-ROAD VEHICLE PARK

The first of its kind in New Jersey, and hopefully just the beginning

Woodland Township, NJ 4/20

On April 20th of this year, off-road vehicle enthusiasts from the region witnessed an historic event. After literally years of work, the New Jersey Off-Road Vehicle Park, Inc., opened its gates to the public. For the first time in riding history, ORV enthusiasts have a legal, public venue to practice their sport, something that has been needed in New Jersey for quite some time.

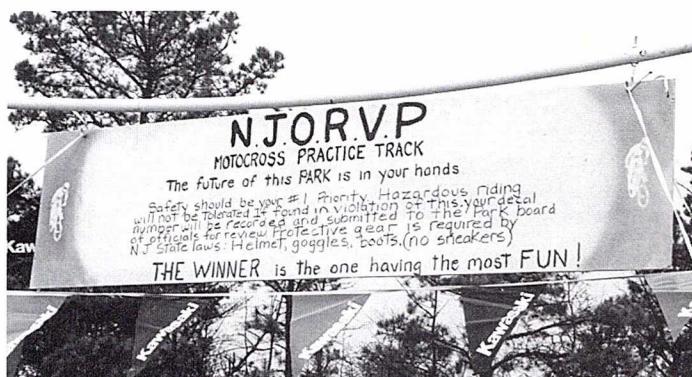
The park was constructed on a tract of land that had been mined long ago as a gravel pit. Within recent history it had become known as the "Chatsworth Triangle" because of the shape of the confluence of local roads serving as a rough boundary, and of its proximity to the small town of Chatsworth, nearby. The Triangle acquired a reputation for lawlessness, and it became a favorite local spot for partiers, hell-raisers, and trash dumpers. Within the last decade it was donated to the New Jersey Conservation Foundation by the owners, the Diamond Shamrock Corporation, and the NJCF found themselves with a very ugly white elephant on their hands. Ready and willing to develop and maintain a piece of nature for the enjoyment of amateur naturalists, they found themselves owning a trash-filled pit that quite frankly had no value whatsoever to hikers and nature lovers. They had to do something with the land, at the very least to limit their own responsibility for what was happening on it.

To their credit, the NJCF recognized that the illegal operation of motorcycles, ATVs and four-wheelers on the property was fairly well-suited for the place, and they originally approached members of the East Coast Enduro Association with a plan for turning it into a riding park. The Association, after brief discussion, decided they wanted nothing to do with it, and at that point the concept of turning the place into an ORV park was nursed along, mostly through the efforts of Meteor Motorcycle Club member and long-time ECEA member Lindsay Pirie. The most difficult work for years following the initial contact was finding a group of people who were interested in developing the property. Ultimately, several groups of people were brought together on the project, including local ATV clubs, motorcycle enthusiasts, and four-wheeler owners. By spreading the word about the intended future of the place, and setting up an embryonic facility for people to use, the NJORVP solicited memberships and quickly built-up a database of nearly 2,000 members to help finance the project and help with labor.

In the weeks before the grand opening all the planning was fin-



Opening day at the NJORVP. This is looking toward the entrance gate, with parking and concessions on the left and the 4X4/ORV track on the right.



Yes, there are rules. Rules, believe it or not, make the place safer and more fun. The park also has a paid security staff on patrol at all times.



Glenn Miller and Ron Eder helped build a mini motocross track for kids that is just perfect for PeeWees and mini bikes.

ished, and the heavy equipment was moved in. The officers of the NJORVP, Inc., did an unbelievable job of soliciting the donation of heavy equipment and operators for the task, and on the major work days they had over a million dollars worth of earth-moving equipment to get the park into shape. All In One Construction, B&K Equipment, Winzinger Construction, Giles and Ransome, Clayton Concrete, B&J Mannis, DiMeglio Septic, Muccio's Construction and many more provided equipment and manpower. In addition, between 175 and 200 volunteers helped with the grunt work, and they estimate that 25 to 30 thousand yards of dirt were moved around the pits to get the riding area in shape. When the last of the heavy equipment was loaded up and trucked back out, the organization had constructed three tracks—a 4X4 and ATV track, a children's MX track, and a full-sized MX track, as well as leveled and increased parking area on the site—all without cutting into land outside of the old gravel pits, one stipulation that the NJCF was adamant about.

"The volunteers worked like dogs!" said Bill Layton, the land man-

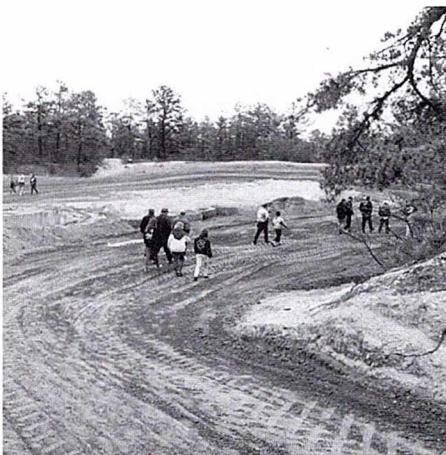


The park is set up to cater to everyone, including monster trucks, four-wheelers, racers and trail riders.

ager for the project and an ardent ATV enthusiast. "It's taken two full months of planning to get to this point, and now it's all a blur, there's been so much work done." Indeed, anyone familiar with the area before construction will hardly recognize the place, but it is finished now and open for business, and it is already a destination for many off-road enthusiasts in the state. Memberships cost \$35 yearly for a single machine and rider, and all the funds go towards maintenance of the property. Memberships can be purchased at local area off-road dealerships, including Mt. Holly Powersports, 1799 Route 38, Mt. Holly, NJ; Griffin Vehicle Service, Routes 532 & 536 in Chatsworth, NJ; Precision Performance, 359 Route 9 in Waretown, NJ; and Southern Ocean Cycle Center on Route 9 in Manahawkin, NJ. If you can't visit one of the



The NJORVP motocross track is a good practice track, with well-banked turns and a few nice tabletop jumps. Don't look for any doubles or triples here.



sponsoring shops, write to the N.J.O.R.V.P. at 1799 Route 38, Mount Holly, NJ 08060.

In short, the NJORVP is a great thing, and something that has been needed in New Jersey for a long time. The officers and members of the organization have done a fine job, and if you live in the region you should become a member and check it out. □

Got an ORV park opening in your home area? Take a few pictures and tell us about it, and we'll spread the word! Just give a call or write to Trail Rider, P.O. Box 217, Granville MA 01034.

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BEAR VALLEY HARE SCRAMBLES

Randy Hawkins humbles the field on his new Yamaha

By Mark Uth

Good Springs, PA 4/13

Randy Hawkins earned a couple of firsts at last weekend's Bear Valley Hare Scrambles, hosted by the Reading Off-Road Riders in Good Springs, Pennsylvania. Not only was this his first overall victory of the 1997 AMA National Hare Scramble Series campaign, but his first overall victory at any National event aboard his new Yamaha scooter as well. On a tough, eastern, enduro-esque course, Hawkins managed to rally from a mid-pack start to lead the last three laps, while setting a steady race pace. Afterwards, Hawkins was all smiles as he signed autographs well after the pits were cleared of other National teams.

When asked about the day's event, Randy commented, "My Yamaha really worked well today, and I'm finally gaining the confidence needed to finish on top. The event was excellent and even tight sections had multiple lines that made it easy to get around slower riders." Meanwhile, Team Suzuki's British import, Paul Edmondson, finished the day with a strong second place showing. Before the race, Edmondson commented, "I just want to go out and have some fun". With the second place finish, Edmondson solidified his lead in the series points standings, now holding

a whopping 37 point margin after four of eight rounds. Earlier leader Steve Hatch, on the other hand, ran into trouble while setting two of the three fastest lap times of the day over the muddy, boulder-strewn course. Hatch was repeatedly slowed by rock

tion of mildly tight single track trail of mud and rocks linked with occasional woods road sections. There were a few minor stream crossings and water holes, none too deep, no major hill climbs, no stoppers and as a result no problem with lappers. Right out of the barrels there was a near mile-long grass track section, which was also used for the race's start.

At the dead engine start, number one and two plate holders Steve Hatch and Rodney Smith jockeyed for the holeshot. In the first turn it was neck and neck for Team Suzuki, with KTM riders Jason Dahmers and Michael Lafferty trailing. At the end of the grass track, entering the woods it was Hatch leading, followed by Lafferty and Dahmers. Once in the trail, top riders formed a freight train that maintained a careful, first lap pace. Lafferty managed to get around Hatch in the process and was the first rider through the barrels at the end of the 10 mile loop. Even after ten miles of fighting the Pennsylvania mud and rocks, top riders were still bunched together, literally the entire national AA field passing through the checkpoint in



Randy Hawkins made his national debut on the YZ, and proved that he could still spank a crowd.



induced chain derailments, and finished well down in the standings, only completing six laps of the seven lap main event.

Run from an idle coal mine located in the mountains northeast of Harrisburg, PA, more than 200 riders entered the three event card that included Pee-Wee races, youth action and the motorcycle main event. Weather conditions were brisk with partly sunny skies that yielded to overcast by the race's end, as a cold front blew through and temperatures plummeted. Balmy sixty degree temps at the midday started dropped through the 50s by the time trophies were passed out, fueled by strong winds that howled through the valley.

In this sixth annual running and first nationally sanctioned main event, A and B classes were expected to complete eight and five laps, respectively, around the near ten mile loop. As the race wore on and time ebbed, this was reduced to seven and four. Regarded as perhaps the toughest hare scrambles event on the ECEA card, the course snakes through mountainside, old growth, deciduous woodland and second growth softwoods over abandoned tailings and slag piles. Conditions were a combina-



Defending champ Rodney Smith put on a charge, but wound up tweaking his knee and quitting.



Steve Hatch had repeating problems with his chain guide mashing against rocks, and didn't finish.

a fifty second span. In all, eight riders cruised in at a 37 minute lap time, Lafferty's 37:03, followed by Steve Hatch, Jason Dahmers, Paul Edmondson, Chris Smith, Randy Hawkins and Rodney Smith.

The second trip around the course saw things begin to spread themselves out somewhat. Hatch set literally the best lap time of the day on this lap, completing it in



British import Paul Edmondson made good use of his first far-eastern race, and won second overall.

Bear Valley Hare Scramble					
Class Results					
Overall					
1. Randy Hawkins	Yam	5. Lee Lankutis	KTM	5. Ken Toneo	KTM
2. Paul Edmondson	Suz	6. Marc Grossman	Kaw	6. A Super Senior (over 50)	Kaw
3. Jason Dahmers	KTM	7. Steve Guers	KTM	1. Thomas Ebersole	Hon
4. Patrick Garrahan	KTM	8. Matt Spigelmeyer	KTM	2. Scott Wolfersberger	Yam
5. Chris Smith	TM	9. Jason Poust	KTM	3. David Verdetto	Kaw
6. Ross Benson	Suz	10. Doug Schloegel	KTM	4. Ted Kilvington	ATK
7. Fred Hoess	Suz	11. Richard Moyer	Suz	5. Willard Root	ATK
8. Brian Garrahan	KTM	12. Ron Palermo	Suz	B 0-200cc	
9. James Ott, Jr.	Yam	13. Eric Koeller	KTM	1. Todd Quinn	Kaw
10. Michael Lafferty	KTM	14. Glenn Schere	KTM	2. Craig Copeland	Hon
A 0-200cc		15. James Gunselman	Yam	3. Shawn Sanders	Kaw
1. Drew Smith	CRE	16. Steve Powers	Kaw	4. Joseph Newman	Hon
2. Curtis Bardonne	Yam	17. Curt Wilcox	Suz	5. Steve Krouse	Suz
3. Ryan Moss	Kaw	18. Mark Hummel	Hon	6. Matt Dietrich	Kaw
4. Cory Parlin	Yam	19. Don Bohn	KTM	7. Steve Bowman	Suz
5. Wesley Donaldson	Hus	20. Joey Wallace	Hon	8. Jesse Bear	Kaw
A 201-250cc		21. Ralph Thorn	Suz	9. Bill Scott	Suz
1. Ross Benson	Suz	22. Steve Hashman	Suz	10. Brian Sworen	KTM
2. Fred Hoess	Suz	23. Jerome Lynn	Yam	11. Russel Dixon	Hon
3. James Ott, Jr.	Yam	24. Mike McCarren	Yam	12. Paul Bitting	KTM
4. John Bennett	Yam	25. John Frackleton	Hon	13. Buzz Wentz	Hon
A Senior (over 40)					

26:35, an amazing eleven minutes faster than the initial lap, while taking over the lead. KTM's Jason Dahmers trailed Hatch through the barrels, posting a sub-27 minute lap time as well. Behind Dahmers was a TM mounted Chris Smith in third. Edmondson held onto the number four slot while Hawkins moved up into fifth. Number one plate holder Rodney Smith, who started the race with a tweaked knee, seriously aggravated the injury and dropped out during the third lap. Afterward it was reported that the re-injured knee might keep Smith out of action for several weeks. Meanwhile, Steve Hatch continued to pour it on, still leading at the end of three laps, despite teammate Paul Edmondson setting the

fastest pace on the third go-around, 27:20, and moving up into the number three slot in the process.

Hatch ran into trouble during the fourth lap, in what was to become a universal problem for Team Suzuki. It seems that the Suzuki riders were mashing the chain guides of their RMs on the PA boulders, to the point of causing crippling final drive problems. Chain derailments slowed both Hatch and Edmondson on the trail, and then again while replacement chain guides were installed in the pits. The fourth lap closed with Edmondson claiming the lead from teammate Hatch, trailed by Dahmers and a charging Hawkins, who moved up two places on the lap. Things had closed up

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Jason Dahmers put up a good chase for the leaders, and finished third overall.

somewhat at this juncture as Hawkins was 54 seconds behind leader Edmondson. Unfortunately for Team Suzuki, the fifth lap was Edmondson's turn for chain guide follies, pulling into the pits for repairs and dropping back to the number three slot in the process. Hawkins again moved up, getting around Edmondson while he pitted and passed Dahmers to claim the front runner position, the fourth rider to lead the field on the day.

Hawkins continued to hold the lead on the white flag lap, maintaining a 30 second gap

between himself and a repaired Edmondson. Hatch, playing catch-up, moved up as well, into the number five slot while setting a blistering 26:46 time around the loop. In between, Dahmers continued his steady pace to maintain the number three seeding while Californian Patrick Garrahan settled into the number four slot. On the final lap it was Hawkins' chance to smoke, pulling out all the stops and turning in his best lap of the day at 26:43. In the meantime, a charging Edmondson was reeling in the leader during the final two trips around the course. Unfortunately, he was again bitten by the RM chain guide bug, and forced to stop on the trail during the last lap to fix his bike. Edmondson finished second overall, near three minutes behind Hawkins at the checkered flag. Hatch encountered chain problems on the last lap too, this time he broke his chain proper and failed to complete a seventh lap. Jason Dahmers passed Hatch on the trail and finished third overall, some thirty seconds behind Edmondson. Californian Patrick Garrahan drove his KTM to fourth overall honors while ECEA riders Chris Smith, Ross Benson and Fred Hoess filled the numbers five, six and seven positions, respectively.

A fitting gesture, Randy raised his hands in jubilation as he cleared the checkered flag, perhaps attesting that a Yamaha-mounted Randy Hawkins would remain a force in any off-road racing venue. However, Team Suzuki maintained a stranglehold on the series points lead after the event; hired gun Paul Edmondson leading in the standings with 103 points. Second place in the series is a knotted three-for-all, a three-way tie standing among team mates Rodney Smith



New York flash Ross Benson was on hand, and made sure he left with the sixth overall trophy.

and Steve Hatch, and KTM's Jason Dahmers, each holding 66 points. The Garrahan brothers Brian and Patrick filled the numbers five and six slots with 54 and 51 points, respectively, while the win got Hawkins on the board as the number seven seed, with four rounds remaining. The next round, number five, will be held in Kahoka, Missouri, on the 27th of July. □

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PINE HILL ENDURO

"K.B." takes his first overall of 1997

By Mark Uth, photos by Paul Clipper

New Lisbon, NJ 5/4

Kevin Bennett took home his first overall trophy of the 1997 season, earning Grand Champion honors at the Pine Hill enduro aboard his perimeter-framed CR250. Dropping only one point all morning, and nearly zeroing the afternoon loop, Bennett managed the win despite being singed for two hot points at one of the day's last timekeeping checks. The event originated from the campgrounds located just east of Pakim Pond recreation area in the Lebanon State Forest. For some time running, the Pine Hill enduro has arguably been the easiest run on the ECEA card.

Last year, trail boss Bob Agonis threw everyone a curve, laying out a somewhat longer, tougher course, sans resets. Few knew what to expect for '97; however the 300-plus riders who entered were instantly rewarded with beautiful spring day of mostly sunny skies, no precipitation, and temperatures that rose into the low 70s. It was a fantastic day to be in the saddle, anticipated Agonis trickery not withstanding.

The open pine and deciduous timberland of the LSF played backdrop to the enduro. The club saw that there was plenty of fresh trail with minimal whoopdedo action at the onset. Some trail was immaculately manicured, while other sections

were thickly overgrown with neck-shredding face slappers. Near 90 ground miles were laid out, with the course looping back to the campground for a midday break and gas available.

The morning ride was predictable enough, with two special tests, each with an emergency check-in and secret or emergency check-out. After more than 20 miles of timekeeping the day's first check signaled the start of a four to five mile section run mostly at 18 mph, except for a short, mile-long stretch at 20 mph. The combination of open trail and low speed averages kept points lossage low, as Bennett got the early jump on the competition, being the only rider to scoot in one point down at the secret check-out. The



Chris Crum is still at it, riding his one-handed XR better than many ride two-handed.



Kevin Bennett reminded everyone that he can still kick butt when he wants to, and nabbed the overall.



Mike McHale had a great AA ride going, but just missed the overall by seconds.



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ECEA Women's class champion Marla Lombardo looked good on her buff XR, but didn't finish.

balance of the go-fast crew posted two point scores here, while lesser classes dropped three or more.

Slow speed averages, rather than layovers or resets, were used to get riders back on time and connect to a second morning points-taker. In this 18 mph section, a one-point pace was again the benchmark set at the emergency check-out by a handful of top riders, including Mike McHale, Jack Lafferty Jr., Anthony Tomasello, Rich Shirk, M. Dean Spencer, John Robbins, Dave Groemann, Rick Stuart and Frank Vanaman. Topping those fine scores, Bennett again smoked the field by zeroing the section, beating the flip of the card by eight seconds.

After a reset, it was slow-going connectors leading back to the campground. Predictably, there was a sneaky Agonis timekeeping check coming in, which fortuitously fooled none of the riders competing for the overall. At the midday break, Kevin Bennett had a healthy two point margin, down only one point to the threes being carried by McHale, Jack Jr., Tomasello, Vanaman, Groemann, Robbins, and Stuart.

The second loop was to prove the inverse of the morning ride. Instead of the regimented check-in/check-out routine of the a.m. loop, the afternoon ride was more like a hare scramble with occasional checkpoints, three of them emergencies, to keep riders honest. Just like the round three Stumpjumper Enduro a couple of weeks previous, check-ins played a minor role, and riders that rode the top of their minute or earlier were often rewarded. As a result, several racers, including McHale, Groemann and Stuart, zeroed the entire afternoon loop. Bennett would have too, if it had not been for another sneaky timekeeping check late in the day that sucked him in. Bennett burned it by a minute to drop two hot points, and tightened up the race for the overall considerably.

Fortunately for Bennett, three of the afternoon checks were the e-checks vari-

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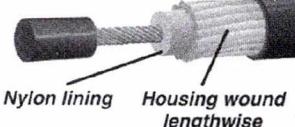
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Terry Tucker punches it out of a turn. Do you believe Senior class riders really ride like this? They do!

et, and Bennett minimized his seconds throughout, dropping a mere 31 seconds all afternoon long. This proved fortuitous, as when it came down to tiebreakers, Bennett had the e-points battle won hands down, and managed to eke out the overall win, finishing with a 3/71 card despite his late day gaffe. Bennett was awarded the '97 Pine Hill Grand Championship trophy, a huge silver chalice rumored to be the Agonis family grail, recently rescued from one of the finest pawn shops in Hoboken.

Mike McHale turned in his best ride of the season, driving his YZ250 to second overall honors and first place AA on the merit

Pine Hill Enduro		5. Howard Moody	KTM 16	B250	1. Bob Solomon	KTM 9	C200	1. John Hummel	Kaw 26
Class Results		1. John Walter	Suz 4	2. John Shukousky	Hon 10	2. John Dunn	Kaw 31		
Kevin Bennett	Hon 3	2. Ken Law	Hon 5	3. Scott Gribble	Kaw 10	3. Joe Schwab	Kaw 32		
Grand Champion	KTM 3	3. Steve Larkin	Hon 6	4. Jeff Brown	Kaw 11	4. Joe Smith	Kaw 33		
Dave Groemann	KTM 3	4. Jim Gunselman	Yam 6	5. Wayne Mason	Hon 13	5. Bruce Baker	Kaw 35		
High Point A		5. Mark Uth	KTM 7	B Open	1. Rod White	KTM 11	C250	1. Mike Sharp	Suz 18
Mike Crum	KTM 7	A Four Stroke	1. Lewis Smith	Hon 5	2. Steve Mosley	KTM 12	2. Paul Hand	KTM 20	
High Point B		2. Vernon Wood	Kaw 8	3. Rich Parker	KTM 12	3. Chris Vecchione	Kaw 22		
Dan Sharpless	Hon 13	3. Mark Hummel	Hon 9	4. Mike Barr	KTM 13	4. Geo. Mamounis	KTM 24		
High Point C		4. R. Kirkpatrick	unk 10	5. Tim Gallagher	KTM 15	5. Damon Shropshire	30		
AA		5. Troy Coopersmith	Hon 11	B Four Stroke	1. Stacey Clark	Hon 9	C Open	1. John Lible	Hon 20
1. Mike McHale	Yam 3	A Senior	1. Rick Stuart	unk 3	2. Ron Smith	Kaw 10	2. Brian Hartem	Hon 22	
2. Jack Lafferty Jr.	KTM 5	2. Bruce Dengler	Suz 4	3. Scott Tellone	Hon 22	3. Layne Foulk	KTM 24		
3. A. Tomasello	Yam 5	3. Terry Tucker	Kaw 6	4. Chris Thorsen	Hon 25	4. Erik Wynters	KTM 27		
4. Frank Vanaman	KTM 8	4. Dave Barlow	Yam 6	5. Steve Seip	Hon 27	5. Joe Grief	KTM 27		
5. Rich Shirk	Kaw 8	5. Kevin Kuenzner	Hon 7	B Veteran	1. Joe Dubles	unk 11	C Four Stroke	1. Craig Gaver	Hon 18
A125		A Super Senior	1. Rich Trader	KTM 13	2. Andrew Bradway	Kaw 12	2. Bill Hope	Hon 23	
1. M. Dean Spencer	Hon 4	2. Rich Tompkins	TM 13	3. Tim Kohl	Suz 13	3. Russ Stevenson	Hon 24		
2. Eric Pirie	Hon 7	3. G. H. Huhn Jr.	KTM 14	4. Wade Johnson	unk 14	4. Mick Wezwick	Hon 38		
3. Steve Hodgeson	Suz 8	4. Jack Lafferty	KTM 16	5. Anthony Sutton	Kaw 16	5. Mark Tegeder	Hon 39		
4. Vic Chalow	Yam 8	B125	1. Steve Fox	KTM 12	1. Ron Callaahan	Suz 17	C Veteran	1. Marco D'ottavio	Hon 14
5. Ed McGall	Yam 14	2. Dave Frazier	Kaw 13	2. Lee Herron	KTM 17	2. Rick Ross	unk 23		
A200		3. Joe Marchesan	Yam 14	3. Gerald Stake	Kaw 20	3. Bryan Shaffer	KTM 23		
1. Ron Lucas	Kaw 8	4. Dan Compton	KTM 15	4. Norman Franchke	KTM 25	4. Jim Corsello	Kaw 23		
2. Perry Hodges	Yam 12	5. Steve Brown	Suz 17	5. Ed Newcomb	Suz 30	5. Ron DeCaro	KTM 33		
3. Tod Lockard	Kaw 12	B200	1. Eric Corbin	Kaw 9	1. Craig Morris	Hon 44	Masters	1. Don Burnett	Hon 37
A250		2. George Potts	Kaw 12	2. David McIntrye	ATK 52	2. Dan Van Driel	Hus 48		
1. John Robbins	Kaw 4	3. Bob Comber	Kaw 12	3. Roy Howard	Suz 56	Women	1. Kathi Campbell	Kaw 19	
2. Rob Aldakimov	Hon 5	4. Jason Batchelor	Kaw 14	4. Bob Hammond	unk 58	2. Jennifer Eyrich	Yam 293		
3. Stu Crouch	Hon 7	5. Jeff Jensen	Kaw 18	5. Jim Christensen	Kaw 73				
4. Dave Maco	Suz 7								
5. Scott DeVecchio	Kaw 8								
A Open									
1. Jim Landvater	KTM 9								
2. Bill McConnel	KTM 9								
3. Jamie Wright	Suz 11								
4. Kim Reber	KTM 13								

of a 3/128 score. A streaking Dave Groemann filled out the podium, completing the course a couple of ticks behind McHale at 3/128, earning his second High Point A trophy in as many tries. Another KTM 300 rider, Mike Crum added another High Point B win to his resume as well, dropping seven points on the day for a heady two point margin of victory. HPB runner-ups, each post-

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John Robbins hauls his KX down a firecut. The course was typical South Jersey sand riding.

ing nine point scores, were Eric Corbin, Bob Solomon and Joe Dubles.

Top B class finisher awards were bolstered with giveaway Trelleborg tires to the top three places. The High Point C trophy was earned by CR250 pilot Dan Sharpless who finished with a respectable 13 point card. Dan, however, was snookered out of the High Point trophy or any associated prizes as the club failed (forgot?) to arrange for any recognition or remuneration. Sharpless was trailed by C Vet rider Marco D'Ottavio who posted a 14 point finish. NETRA's Don Burnett turned in a 37 score for the day's Masters class victory, while Kathi Campbell, no doubt embarrassed plenty, dropped 19 points on her way to the Women's class win.

Hundreds of fine looking engraved glass mugs were awarded in lieu of trophies this year, far deeper than would have been if the club had stuck to plaques. This was a welcomed change, although the mugs themselves had a simple Pine Hill Enduro engraving with no mention of class or finishing place. Nonetheless, there were plenty of contingencies that went along with the mugs, donated by event sponsors Elf Lubricants, Works Enduro Rider, Two Wheels Offroad, et. al. Contingencies included Trelleborg tires, chain lube, Power Bars, stickers, etc. It seems funny reporting ECEA enduro results without mentioning one of the Lafferty boys, especially knowing how our readers are always on the edge of their seats awaiting for news on this subject. Naturally, Michael was competing in the conflicting National being run in Wellston, Ohio (second overall, after Doug Blackwell), while Richard didn't complete the event. Jack Jr., on the other hand, had a rough afternoon, dropping a point each at two separate afternoon checks, each of which were associated with missing the flip of a card and/or some other hard luck story. In all, it was a well organized event made even better by one of the nicest days possible. Hats off to the CJCR crew for a job well done and congratulations to all the day's top finishers. □



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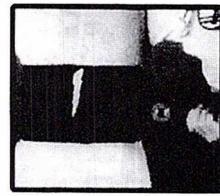
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Trail Rider TOOLBOX

By Mark Uth

Odos á-la-Carte

Few things are as frustrating when racing enduros as to have your timekeeping equipment let you down on race day. The uneasy feeling of not knowing where you are and when you're supposed to be there is best left to other endeavors (like binge drinking or blind dates). Savvy veteran riders often run double or even triple backups of critical mileage recording (odometers) and time tracking (clocks) devices in an attempt to avoid being left in the lurch. Trail damage, weak batteries, failed equipment (rarely), and programming mishaps occasionally precipitate failures or improper operation. However, no doubt ninety percent of all problems with enduro timekeeping equipment can be traced to difficulties with the odometer pickup, or the leads that connect the pickup to the odometer/computer. Truth be known, electronic odometer pickups are actually quite simple devices, literally a tiny switch called a reed switch, that closes when a magnetic field passes by. With the proper tools and an understanding of how it works, your odo pickup can be easily installed, kept operational, or even repaired on the trail should a malfunction occur.

Pickup Options

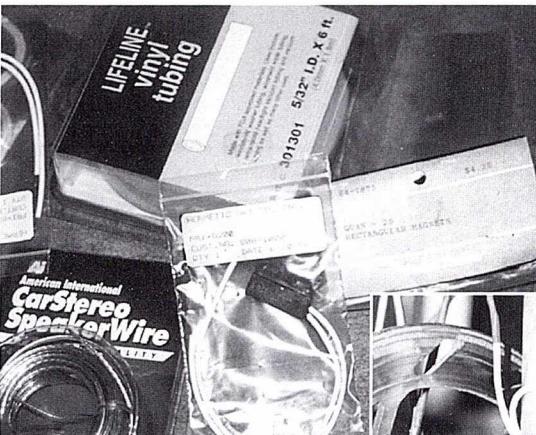
If you purchased a brand new enduro computer or odometer, chances are it came with a sane odometer pickup kit that includes a magnet, the pickup, and associated wire leads and cable armor. For installations on other bikes, or used computers that change hands, complete odometer pickup kits are available from OEM computer manufacturers like A-Loop Offroad, ICO, and Ghost as well as some enduro equipment aftermarket manufacturers like Fredette Racing or WER. All of these pickup kits work just fine when installed properly, and not surprisingly, they're all interchangeable among brands. The only differences being the shape of the pickup and magnets, or the connectors on the end of the wire leads.

Opinions vary as to which kits work best, and as it turns out, particular pickup designs are often more suited to specific bike (read: fork) configurations. For example, many KTM riders have found that the cylindrical A-Loop pickup can be cleanly mounted on their scoots by drilling a hole through the caliper mounting bracket. The bottom line, if you're planning on purchas-

ing a complete kit (and shelling out the associated \$20-\$30), you'd best consider how the installation is going to be tackled first. We will offer that the connectors used on A-Loop products (that connect the wire leads to the computer) are common automotive bullet type connectors that can be cheaply purchased in any automotive store. ICO, on the other hand, uses unique micro connectors that are difficult, if not impossible, to replace, while Ghost uses a potentially unreliable plug-in type audio jack. On our ICO equipment, we simply cut off those connectors and replace them with the more common A-Loop/auto store type.

The Cheap Route

If you only own one odometer/computer and want to use it interchangeably on several different bikes, then you'll need to install separate pickup kits on each sled. Here at Trail Rider, between test bikes, resto projects, orphaned scoots and the like, we'd quickly deplete the monthly beverage budget if each application was outfitted with a costly OEM pickup kit. Knowing a little bit about each of the components that make up the pickup kit, it's not too difficult to pur-



All you need to make a bullet-proof sensor installation, and if you shop a little it'll only cost about \$5. Right: Attaching a sensor with ty-wraps and silicone seal looks sloppy but it's very strong.

chase each of the components separately, and save a considerable amount of cash.

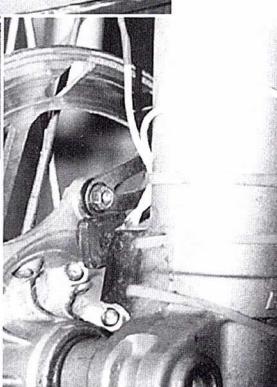
The most important and difficult component to locate is the pickup sensor itself. We use an 8200 series proximity sensor manufactured by Hermetic Switch, Inc. It's a single pole, single throw, normally open ruggedized reed switch (UL approved), with maximum ratings of 10 watts, 200VDC, 0.5 amps. It was ordered from an electronic supply house (Allied Electronics, Inc., (800)433-5700; or on the World Wide Web at: <http://www.allied.avnet.com>; stock number 808-1000) at a cost of about \$3.00 a pop. Be advised that there are minimum order/order quantities when making purchases from these commercial venues, and a quantity of ten were charged to the TR expense budget in our case. I've heard that Radio Shack carries a similar sensor unit,

never confirmed, though it would be hard to beat the above price and availability. Radio Shack did supply, however, cheap universal-application magnets that cost \$4 for 25, equating to about 16 cents each.

For our sensor leads, two-conductor 24 gauge multi-strand audio speaker wire was used (\$4 for 30 feet; four feet needed, that's about \$0.50 per installation). There are other two conductor wire alternatives, and those manufactured specifically for signal/instrumentation applications would offer some advantages (e.g., more rugged sheathing), however, these would no doubt be more expensive and harder to come by. To shield our lead wire, Freddy Hoess turned us on to a vinyl tubing product that makes a neat wire shield, purchased from Pep Boys (Multi-Use Vinyl Tubing) which costs less than \$1.50 for six feet (good for two installations). Add to that the price of some crimp-on automotive-type bullet connectors and our entire TR home-crafted pickup kit still costs less than five bucks.

Sensor Installation

The most important skill needed when installing a sensor kit is how to test for continuity using a multimeter or generic continuity tester. With this ability, the sensor installation can be checked for proper operation each step along the way. Since our sensor is actually a normally-open switch, there will be no continuity (read: electrical path) unless the magnet is passing in front of the sensor. Test this before even beginning the installation by placing the magnet on top of the sensor and reading continuity between the sensor leads. Remove the magnet and it will provide an open circuit. With a multimeter, continuity is checked using your meter to read the resistance of the circuit, using the R (resistance) X 1 scale. An open circuit reads infinite resistance (the needle doesn't move) while a closed circuit (when the magnet closes the reed switch) reads near zero resistance (the needle pegs to the right).



The same can be accomplished with a continuity tester, however when the circuit is closed a bulb is lit, while an open circuit is indicated by no lamp illumination. Clip suggested that we fashion a home built continuity tester as well, which could be accomplished easily enough using leftover battery-operated flashlight parts. However, a cheap, generic continuity tester can be purchased from an automotive parts store for about three dollars, making it hardly worth the effort. The neat thing about a small, cheap continuity tester (purchased or home built) is that it could be carried on the trail in your fanny pack and used if sensor wire problems arise. When doing all checks, remember, the sensor is simply a switch, so polarity doesn't matter, and it must be disconnected (unplugged) from your odo/com-

puter when you're testing.

Installing the pickup kit is an exercise in determining where the magnet and sensor can be most cleanly mounted so that when the wheel spins, the magnet passes in close proximity of the sensor. Depending on your particular model, sometimes the magnet is best mounted to the hub, while other times it gets attached to the brake rotor. Similarly, the pickup can be mounted to the brake caliper mounting bracket or to the fork leg itself. Choose a location that best simplifies both the sensor and magnet mounting chores, and tuck in as best as possible. In all cases, the less complicated, the better.

Generally speaking, especially with the à-la-carte components of TR sensor kit, glue and zip ties most often fulfill all mounting needs. In the case of the KTM installation shown in the pictures, zip ties hold the sensor in place while it is slathered with glue (Household or Automotive Goop). This forms a strong mounting we've never had trouble with. Similarly, the magnet was glued to the hub, held in place by the inherent magnetism to the adjacent rotor while the glue set up. On some occasions, small screws, bolts and nuts may facilitate mounting of sensor or magnet, however, in all cases the installation is best completed with some sort of adhesive. Be advised that some magnets, like the round ones supplied with the ICO sensor kit require a particular orientation, explained well in the installation instructions. Proper orientation and operation is again easily confirmed with a quick continuity test. Additionally, when installing magnets, be sure the magnet doesn't contact anything else (like the brake caliper or associated mounting brackets) when the wheel is spun. It's not uncommon to have sensor and magnet cleanly installed and then realize that the wheel won't spin without shearing something off.

If you've fashioned your sensor kit with separate à-la-carte parts as described above, the connector wire will have to be attached to the sensor leads. Whenever connecting bike electrical wires soldered connections insulated with shrink tubing are preferred to twisted wires or solderless (crimped) connections. After the wire leads are attached, slide the wire inside the Pep Boys vinyl tubing, route it up alongside the front brake hose and attach the two together using electrical or duct tape. At either end of the leads, wiring should be further tied down to either the fork leg, brake hose, handlebar, cross bar, etc., using small sized zip ties.

The final chore is attaching connector ends to your wire leads. Our preference is the automotive bullet type (like used on A-Loop Pacemakers), which are cheap, readily available and easy to install. Again, polarity matters none, so simply match up ends with your computer/odo and crimp away. The final finishing touch would be the installation of a disk guard or similar protective device to protect everything when blasting through brush. This can be especially challenging if dealing with drum-braked vintage projects. Finally, should things go awry on the trail, unpack your handy continuity tester to isolate the breakage and make whatever repairs are necessary. With a little luck this could even be accomplished during enduro resets, salvaging an otherwise great ride. □

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Plastic Renew, Mud Guard, Dunlop 755

By Mark Uth

Plastic Renew

The quest for fresh plastic is a never ending battle against the brush and briars that are constantly scouring that new bike sheen into oblivion. While nearly all riders would prefer shiny clean plastic to the typical alternative, it's kind of impractical to be replacing perfectly good plastic that's been scratched and abraded by the travails of woods riding. PC1, the manufacturer of those slick carburetor vent tube kits, recently introduced a new product called Plastic Renew aimed at salvaging the look of otherwise serviceable plastic, and we here at TR obliged to give it a try. Not cutting any slack, our test subject was an ongoing '81 KTM 250GS resto project with thoroughly ratty (and near irreparable) plastic.

Plastic Renew is essentially a kit and accompanying instructions that walk you through the process of cleaning up plastic and restoring the original luster. The kit comes with small squares of needed sand paper (wet and dry), extra fine steel wool, and the Plastic Renew coating. The sand paper (180 grit), various grades of emery paper (220, 320 and 400 grit) and finally



Before and after with Plastic Renew. Not bad!

steel wool are used to remove and smooth out scratches and other surface imperfections in preparation for coating with the Plastic Renew liquid. The instructions walk you through the process of prepping the plastic part by sanding with ever finer sand paper, wet sanding emery paper, finishing with the steel wool. Surprisingly, minor imperfections are fairly easily buffed out

during the process, and even deeper scratches can be cleaned up significantly. As with any finishing product, you get what you put into it, as time and patience go a long way toward best results.

After all surface preparations are completed, the Plastic Renew coating is applied with a soft, clean rag. Repeated coats of the Plastic Renew liquid (several minutes between coats to allow drying) brings a pretty decent sheen back to the plastic, that is claimed to continue to shine through repeated washings.

In our use of the product we found that it works great on sculpted and rounded plastic parts like fenders and radiator shrouds. However, anytime there is a sharp internal corner, it's difficult to properly prep those areas during sanding. Plastic Renew is everything claimed, producing a decent, if not excellent looking end product. Is it factory fresh? Not quite, but it's about as close as you can get without shelling out cash for new plastic. PCI Racing can be reached at (909)698-4962.

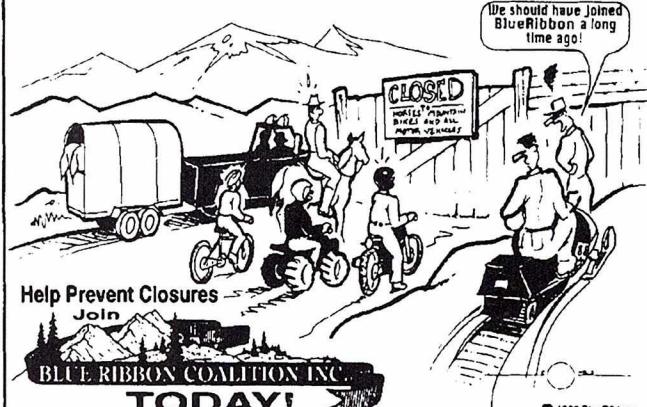
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Heavy Duty Mud Guard

Keeping the TR stable photogenically correct can be an arduous task. We're always looking for a shortcut so that more time can be spent in the saddle, rather than cleaning it. Heavy Duty Mud Guard (HDMG from here out) is a product intended to lessen those post-riding cleanup chores by preventing dirt and mud from sticking to your scooter in the first place. It's easy to apply (via spray bottle), environmentally safe, biodegradable, water soluble and non-corrosive to all painted, plastic, vinyl, rub-

ber and metal surfaces. After application, a clear protective coating is left behind that reduces or perhaps even eliminates mud and dirt accumulation.

We gave HDMG a try, spraying it on areas most prone to mud and dirt accumulation, like suspension linkage, foot pegs, fender undersides, rims, etc., and then went out riding (repeatedly). Under light riding conditions (mostly short trail rides, dry conditions and minimal mud) HDMG works great, most accumulation never sticks, and any that does is easily hosed off. Under tougher conditions, it seems that the crud can get the better of the product, and eventually (say, a hundred mile enduro) some mud and dirt overcomes the product and manages to muck things up. However, it's certainly less than would have accumulated on an untreated bike, and still cleans up easier to boot. HDMG also contains a rust inhibiting ingredient, which makes it beneficial to apply immediately after washing. One note of caution, be careful when spraying around brake rotors as the product tends to lubricate braking surfaces, severely impairing braking efficiency. In all, we consider HDMG another useful tool in the fight against grime. Available from TWS Industries, at (800)323-9192.

Dunlop 755 Soft Terrain

Rear Tire

Down here in sand country, Dunlop K990 tires have long been the standard staple for off road riding. It's a fine tire for all intermediate to soft terrain conditions, including wet and dry, mud and sand.

When Dunlop announced that the 990 was to be superseded, it left us wary and apprehensive that its replacement wouldn't live up to the 990's legacy.

Admittedly, we mounted up the first set with a great deal of skepticism. It turns out, the D755 not only equals the 990's performance but might even exceed it in some non-traditional soft terrain tire situations. First we ran a fresh Dunlop 755 in several South Jersey enduros, varying the sandy conditions of Sandy Lane and Stumpjumper with the harder soil conditions of Greenbrier. During each of these rides the 755 provided the excellent traction and good longevity that we've come to expect of Dunlop soft terrain knobbies. Our final trial was to test its mettle in the mountains, running it across the typically snotty, rock-strewn trails of northern Jersey's Ridge Run Enduro. This is something we'd never think of trying with the venerable old 990, unless we felt like riding on flats all day! Again the 755 proved an excellent performer and didn't need insane tire pressures to ward off flats. The only drawback to the rock test was that a previously fresh 755 was pretty much reduced to trail riding only condition by the end of the race. But what the heck, it's a soft terrain tire, and perhaps that's part of the reason that it provided such good traction in the mud and rocks.

What's the verdict? The Dunlop 755 is an excellent soft condition tire that also provides good cross-terrain versatility, not unlike the popular Dunlop 752. Give it a TR "A" rating. Find them at your local dealership. □

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RIDGE RUN ENDURO

By Mark Uth

Stanhope, NJ 5/11

Local boy Freddy Hoess earned the overall win at the Ridge Run enduro, driving his Bromley Suzuki sponsored RM125 to best scores in each of the day's special tests. Currently the ECEA enduro series overall points leader, Hoess won the battle on emergency points over Bill Atkinson and a snake-bit Jack Lafferty, Jr., despite burning the check-in to the day's final special test. Each of the riders finished the race with identical seven point cards, Lafferty and Atkinson placing second and third overall, respectively.



Chuck Stapleford rolls away from a spectator point. He finished third in the A250 class.



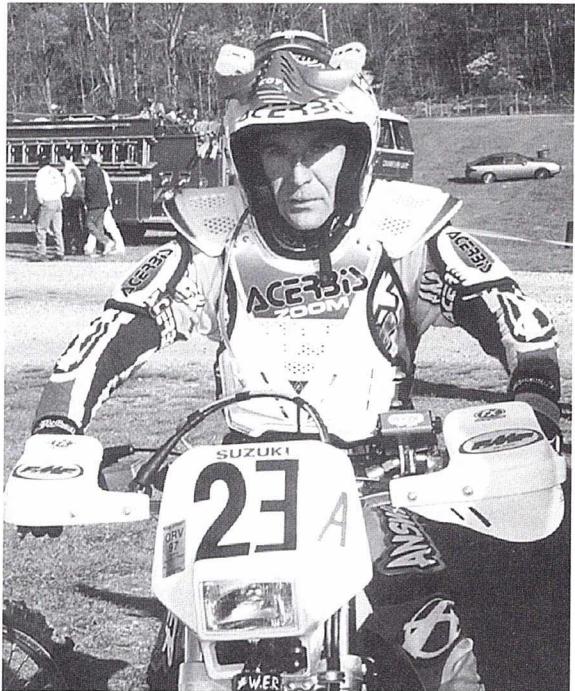
Marc Grossman rails a nice little rock-free berm. Some of the trails are nasty, but a few of them are just nice riding.

Nearly 200 riders entered the event, in what some were labeling as the best Ridge Run conditions ever. Mostly dry trail conditions were complimented by simply gorgeous May weather, with mid 70s temperatures, sunny skies and cooling breezes. As a result of the dry conditions, the usually snotty northern Jersey highlands were firm and tacky. Trail that wound itself among huge boulders, up and over sheer rock faces and slabs, and through numerous minor stream crossings, was literally in perfect condition. The course used plenty of established single track trail linked together with abandoned cart roads for the event. A short 60+ mile ride was planned; a two-loop course with midday gas located back at the start.

The morning loop started out with a leisurely 12 mph ride through the sand pit located just east of Waterloo Village. The patented Ridge sand pit action always provides extremes at both ends of the spectrum. Boney single track trail of loose rocks and slick roots found around the pit's lip were complimented by the deep fine sand and tall berms carved into the basin. Post start control free time allowed riders to

moto ahead through nearly the entire section, before coming up on the first possible at 3.0 miles. From there it was timekeeping back out to the road, a reset and then blacktop connectors south. Savvy riders took their time through the section to check out potential lines, as the pit was soon to be the scene of a legitimate special test to be run at the end of the a.m. loop. Blacktop connectors soon yielded to woods trail, and a short time later, a check-in into the day's first special test.

What ensued was a near 15 mile section of mostly open timberland, criss-crossed by rocky trail and abandoned cart roads. Within the section were two back-to-back secret



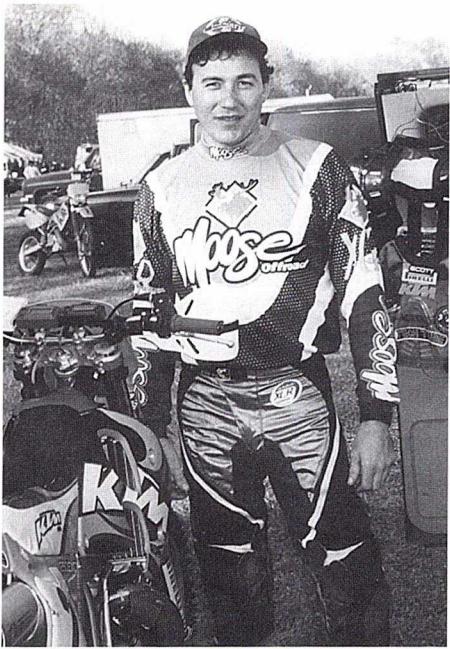
Fred Hoess was the overall winner at what turned out to be a perfect Ridge Run. The weather was great, the trails were dry.

checks expected to take points; however, the 18 MPH speed average allowed a dozen or so top riders to zero both. B and C classes weren't so lucky, as most competitors in those classes dropped points at each.

A lengthy reset allowed all to get back on



Ridge used some old obscure trails that haven't seen bike traffic in some time. Here, Todd Marsh does some bushwhacking.



Once again, Jack Lafferty Jr. came in as runner-up to the overall. He is Mr. Consistency, but second place is not making him happy!

time, as the trail set off down a mountain-side power line, occasionally interrupted by short loops made into the adjacent forest. A tricky special test was laced within this 4.5 mile span, again run at an 18 mph speed average that even B and C class riders could make. Not surprisingly, many were reward-

Ridge Run Enduro			
Class Results			
Fred Hoess	Suz 7	4. Cliff Tenney	KTM 16
Grand Champion		5. James Reber	KTM 28
Scott Chapkovich	TM 9	A Four Stroke	
High Point A		1. Mark Hummel	Hon 13
Eric Corbin	Kaw 14	2. Lewis Smith Jr.	Hon 16
High Point B		3. Ken Zabrowski	Hon 16
Joe Aiello	Suz 30	4. James Burns	Hon 19
High Point C		5. Joe Wallace	Hon 20
AA		A Veteran	
1. Jack Lafferty Jr.	KTM 7	1. Wayne King	KTM 11
2. Bill Atkinson	KTM 7	2. Ken Law	Hon 14
3. Jeff Kirchner	Kaw 8	3. Glen Schere	KTM 17
4. Mike Moore	Yam 9	4. Jim Gunselman	Yam 17
5. Marc Grossman	Kaw 11	5. Jim McCommon	KTM 19
A Light		A Senior	
1. Mike Sigety	G-G 12	1. Terry Tucker	Kaw 11
2. Ed McCall	Yam 21	2. Kevin Kuenzner	Hon 13
3. Eric Pirie	Hon 23	3. Tom Marsh	G-G 16
4. M. Dean Spencer	Hon 25	4. J. Schmitts	38
5. Bob Agonis	G-G 42	5. Gary Noble	Hon 72
A Medium Light		A Super Senior	
1. Bob Mohn	Kaw 12	1. S. Wolfersberger	Yam 21
2. Ron Lucas	Kaw 13	2. Jack Lafferty Sr.	KTM 30
3. Todd Lockhard	Kaw 33	3. Ernie Mellor	KTM 34
A Medium		4. Richard Tompkin	38
1. Dwayne Shirk	Kaw 9	5. J. Schwartz	Suz 40
2. Rob Aldakimov	Hon 12	Masters	
3. Chuck Stapleford	16	1. Joe Galie	Yam 82
4. Chris Eyrich	KTM 26	2. Robert Hoover	159
A Open		B Light	
1. Mike Slechta	Hon 9	1. Joe Marchesani	Yam 18
2. B. Culbertson	Hon 13	2. J. Brandner	Hus 24
3. Dean Spencer	KTM 14	3. Stephen Fox	KTM 34
		4. D. Compton	KTM 35
		5. Eric Hannah	37
		B Medium Light	
		1. Jeffrey Jensen	17
		2. George Potts III	Kaw 18
		3. Rick Ohl	Kaw 19
		4. David Moorehouse	38
		5. C. Conklin	Kaw 44
		B Medium	
		1. Dan Day	Suz 21
		2. Scott Gribble	Kaw 30
		3. Ray McCown	Kaw 30
		4. D. McGee	Yam 31
		5. Dan Sharpless	Hon 32
		B Open	
		1. Joe Galie Jr.	KTM 17
		2. Tom Glennon	KTM 19
		3. George English	KTM 21
		4. Anthony Deo	KTM 27
		5. Scott Graver	KTM 27
		B Four Stroke	
		1. Stacey Clark	Hon 21
		2. Chris Thorsen	Hon 32
		3. Kerry Koeller	Hbg 65
		4. Craig Gaver	Hbg 125
		5. B. Charlesworth	Hon 303
		B Veteran	
		1. Dave Seipel	Hon 22
		2. D. Garrison	Kaw 28
		3. Timothy Kohl	Suz 47
		4. Ken Rowe	Kaw 57
		B Senior	
		1. Bob Kamay	Kaw 28
		2. Gerald Stake	Kaw 29
		3. Dennis Mann	Kaw 39
		4. M. Klemonovich	Kaw 48
		5. Norm Franckle	KTM 76
		B Super Senior	
		1. F. Lord	Kaw 81
		2. Peter Calvert	KTM 96
		3. Ron Eder	KTM 104
		4. Tim Stibitz	Kaw 291
		C Light	
		1. Bruce Baker	Kaw 63
		2. Mike Bilesath	Kaw 76
		3. Joe Schwab	Kaw 88
		4. Jim Dolan Jr.	Kaw 98
		5. D. Zabroski	100
		C Medium	
		1. Chris Vecchione	KM 41
		2. Randy Sowa	Kaw 50
		3. DeWitt	KTM 55
		4. William Flore	Suz 84
		5. Rich Field	Hon 98
		C Open	
		1. Don Learn	Hon 67
		2. R. Vilasi	KTM 69
		3. Steve Franzia	KTM 70
		4. G. McKenzie	KTM 80
		5. Jason Forte	Kaw 86
		C Four Stroke	
		1. Chris Crull	Hon 53
		2. Chris Potts	Hon 55
		3. Albery Zabroski	78
		4. Brian Fox	Hon 102
		5. Don Anderson	Suz 169
		C Veteran	
		1. Will Shuttleworth	Hon 45
		2. Dean Kreisher	Suz 64
		3. Ron Shaw	Kaw 69
		4. Glen Plokoy	Hon 159
		5. Earl Moats	Yam 172

ed for their overzealous effort with hot points. A reset and connectors brought riders back to the sand pit and a start control. This time, run at 36 mph, the 3.6 mile long sand pit section took points from all riders, with four points down being the benchmark set by Fred Hoess, Bill Atkinson, Jack

Lafferty, Jr. and Dwayne Shirk. Hoess set the fastest pace through the section with 218 seconds dropped at the emergency check-out. It was a short jaunt from the check-out back to the starting area for the midday break. At this juncture, the above four riders were tied for the lead four points

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Ray McCown, third B250, rolls into a reset out in the Allamuchy woods.

down, while a score of riders holding five cards hovered in the wings.

The afternoon loop tested riders in two lengthy points taking sections, each sandwiched by secret check-in/emergency check-out, and run at a debilitating 24 MPH speed average. In the first almost ten mile section, the check-in was placed some ways

into the woods, reached by negotiating perhaps the boniest trail ridden all day long. A 12 MPH speed average was used to beat up riders attempting to keep time through this two mile prelude, most riders easily making the check-in on time. Afterward it was off to the races as the course wound its way over Allamuchy Mountain toward a check-out on its western slope.

At the emergency check-out, Hoess again set the pace through the test, amazingly zeroing the section, and minimizing his e-points loss to a mere one second to boot. A handful of other contenders carded ones at the check-out, including Atkinson, Lafferty, Jeff Kirchner, Marc Grossman and Scott Chapkovich. The woods trail continued on for some time after the check-out, before dropping onto an overgrown forest road connector and a reset. For most riders the break was short lived, and it was back into the woods for the return trip over the mountain. Again a check-in was placed well into the section, causing point lossage by riders in lesser classes. However, it was here that things took a turn for the worse for front runner Hoess, as he checked in a minute early, posting two hot points. Once in the section, another seven or eight miles of classic highlands trail unfolded, rocky trail up and over huge slabs of Jersey granite, small stream crossings and tight woodland. Hoess used his hot check-in to his best possible advantage, riding hard through the section to post the only one point score at the secret check-out. Other hopefuls, including Lafferty, Atkinson, Kirchner, Mike Moore and Mike Slechta, trailed with two point scores. And that was it. Cards were



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collected immediately after the check-out and riders headed back to the starting area to wait for scores to be posted.

When results were tallied and finalized, a three-way tie for first place emerged with Hoess, Lafferty and Atkinson each dropping seven points. Suzuki pilot Hoess, however, scored best at each of the day's emergency checks, and won the emergency points battle handily, 219 points to Lafferty's 330 and Atkinson's 335. KDX rider Jeff Kirchner filled the fourth overall seeding with an eight point finish, while a TM-mounted Scott Chapkovich filled the fifth overall slot with a 9/360 score, earning the High Point A trophy. Runner-ups to the High Point A, with nine point scores, were Dwayne Shirk and Mike Slechta, who won the A250 and A Open classes respectively.

In B class action, Eric Corbin claimed the High Point B prize, dropping 14 points on the day for a three point margin of victory. Trailing Corbin with 17 point tallies were Jeff Jensen and Joe Galie, Jr. Joe Aiello won the novice class, posting a respectable 50 point card, taking home the High Point C award. The Ridge Riders handed out a hoard of colorful-looking trophies to all top class finishers. Results were completed in a timely manner as most riders were on their way home by five p.m. In the week leading up to the event, the club was forced to deal with some serious road blocks levied by a new administration managing the Waterloo Village recreation area. As a result they were lucky to pull this one off, and have things work out so well to boot. Kudos to the Ridge Riders and all associated with the enduro.

□



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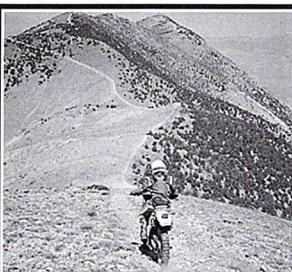
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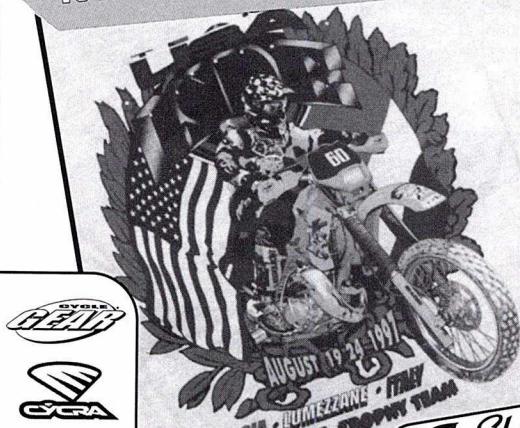
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HONDA YAMAHA SUZUKI KAWASAKI

Stoney Lonesome 1997

An essay on the value of quality

By Charlie Williams

Whew, here's an article fueled with high emotions...at least for myself, and many of the key players. I guess I need to start with some history. How far back do I go? The Stoney Lonesome Motorcycle club was founded in the mid 50's, I first visited in the late 60's. I was with my dad, if I remember correctly he had a Ducati 175-moto scrambler, this was after the Zundapp woods king. The Zundapp had to be pulled behind the car to start it, and some of my childhood memories include mom at the wheel of the old Plymouth, curlers in her hair and a cigarette dangling from her bright red painted lips, her bruised right arm rowing the three-speed column shifter. I rode shotgun with instructions to watch my father and when the Zundapp started I would tell mom to stop, but being a kid I was more interested in making boogers disappear by wiping them on the window then cranking it down until, presto! booger be gone! I think I was 11 years old before I realized you could kick-start some bikes.

Dad loaded us up one spring day and we went to race Stoney Lonesome. Well, it wound up muddy as hell, totally gruesome, typical Stoney. I don't remember any of the details, except the very next day Dad traded in the Ducati moto-scrambler for a full blown Bultaco flat tracker. It was pretty cool. I had learned to recite its heritage way more better than I could do my multiplication tables.

"250cc Bultaco Pursang motor, ported polished, blue printed, in a chrome molly ridged frame, with spool hubs front and rear, no brakes!" Big cheesy grin.

"That's very good Charlie, but the question was four times two?"

"I no know? Maybe if you beat me again I would learn more better."

Dad never raced at Stoney again, but we did go watch once in the mid-70's when I was beginning to race. I think we had gone down to scout it out again to see if maybe I could race there. Well, this was the trip that



Charlie (on bike) and brother Josh in the good old days at Stoney Lonesome. They almost look like cute kids, don't they? Yeah, go ahead and dream.

convinced me woods riding was cooler than any kind of racing. We had hiked back to a ravine in the woods and watched riders struggle to cross it. A rider dressed in green coveralls, riding a coffin-tanked Maico rolled through that ravine like he was on a rail, smooth as silk. Full color memory on this one. Man, it was neat, it left an impression on me I will never forget. Now drift off in your own memory about the events that

most influenced you. No, think longer, we'll wait, hmmmhmhmmmmmmhmmhmmhmmhmmhmmhmm.

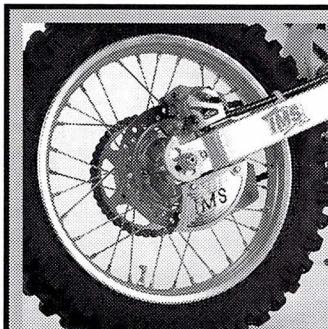
The next time I went to Stoney I was 22 years old. It was the 1980 team race. I think if you study the picture it will tell many or the stories from that day.

I raced at Stoney for many seasons. I could write a book on the events I've lived through this club, but right now I want to address an issue I started up a year ago.

In this magazine I made the statement that I had watched cheating ruin my home club, the Stoney Lonesome M.C. What could I possibly been thinking? Thinking? I wasn't thinking, I was reacting. I was reacting to the proof that I held in my hand, proof that someone had set themselves up with a perfect opportunity to cheat. In my pudgy hands I hold a heart shaped hole punch I found hanging in a tree on the Stoney Lonesome club grounds. My friend Jeff has two more! If weekend racers can find 3 hole punchers hanging in trees how many are there? What good are they? Well if you could punch your own ticket you

would not need to go to all those pesky checkpoints now, would you? What if one guy did this one time, or two guys did it once in a while? It's cheating!

I knew I would run the risk of making a lot of people mad, but I tried to cast my accusations in a way that only the guilty parties would be upset. You know, throw a little guilt trip on them, for their actions compromising the integrity of the club. I never



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meant to imply the entire club was on the take. No, not at all, just a few riders were cheating. My gripe with the club is their lackadaisical attitude about it. I've left the club grounds many times in a door slamming, gravel-spinning, red-faced rage after being cheated with no recourse.

The old saying, "If it ain't broke, don't fix it" may come into play here, because if the club genuinely felt there was no cheating going on, nothing would have changed, right? But things have changed. Electronic scoring. Yes, the club choked up the money to buy a really neat scoring system, state of the art stuff. Did they do this because one pea-brained hack (me) wrote in a no count hokey little rag (Trail Rider Magazine) that someone was cheating? I doubt it, that would be crediting me with more influence than I deserve. No, my little blurb was just the flickering red light on the dash board of social consciousness.

Regardless of what motivated the club to make such an expensive step to stamp out the rumor of foul play, the important issue here is the fact that they did change. Thank you to all the people involved in making this decision. Look, I'm sorry if I made anyone mad, that wasn't my intention. Unless you were one of the cheaters.

I was very nervous about going back to Stoney. I didn't know if they would start punching me through the window after they took my money or what. I had to drive by the entrance three times before I got up the nerve to pull in. Much to my relief, 99 percent of the people, both club members and guests, were genuinely nice to me and glad to have me back. One percent felt other-

wise. The one percent? They must be reading what the words say, not what the words mean. When I said "ruined" I didn't mean the dirt was ruined, the gate and the driveway are not "ruined", the clubhouse is better than ever. What exactly is ruined? This is a tough one-word answer, but I think "quality" best sums it up. Not necessarily what the dictionary says about quality, but what Robert Pirsig says in his book, "Zen and the Art of Motorcycle Maintenance." Before you kill the messenger, read this book. Now it may take you some time and you may miss a couple of episodes of Matlock, but you will learn something and grow, no matter how old and set in your ways you are. I would go into more details about quality but that would take some 350 pages. READ THE BOOK!

O.K. now that I've made all my apologies offered explanations, cleared the air, said I'm sorry, I don't know what else to say other than the rest of this story will be a simple race report. Uh, I don't see much popping up on the screen. Race reports are hard for me to write, facts, figures, results, blugg.

John Machino won the overall on his new TM 250. Machino can finish in the top five at the mid-south hare scrambles series, so he carries credible speed. The local Creeg brothers took second and third and the rest is a blur in my memory. Seems to me some little kids won the Mini class and some old guys won the Senior class. Yeah, that's it. Maybe next month I can get the results from the club's new computer. Maybe next month they won't let me on the club grounds at all. Stay tuned. □



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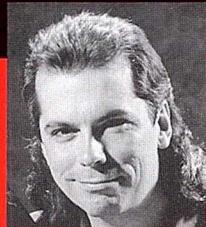
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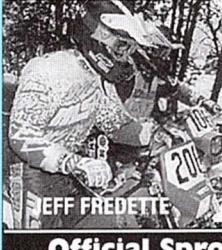
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HERTFELDER

The Truth about Cliff Ferris

To get to the truth about Cliff Ferris you have to separate the wheat from the chaff—but you have to do this AFTER you separate out some cow flop, goat turds, inconsistencies, consistencies and exaggerations..

For those who don't know Cliff, the best way to describe him is to mention that he was once the winner of a nationwide Don Rickles look-alike contest. For some reason he will sometimes deny this.

Many graying readers can recall that his Triumph-Greeves dealership in Mt. Holly, New Jersey, was the ONLY place south of Wenham, Mass. that you could buy Trail Rider off the rack.

And the truth is that most of that graying bunch READ the Trail Rider of the month when Cliff was road testing a motorcycle, then slipped it back in the rack when they heard Cliff gearing down out on route 38.

It's easy for me to talk about Cliff because, for better or worse, he and he alone is responsible for getting my butt aboard a motorcycle in the first place.

After moving from a South Philadelphia row house to suburban Audubon in New Jersey, I thought a small motorcycle would pay for itself in fuel savings over the Chevy station wagon on those, it seemed, twice an hour drives to the hardware store, garden supply store, plumbing supply etc. I needed a New Jersey motorcycle driver's license before I could test ride anything so I asked Cliff if I could rent one for the driving test. His answer rocked me on my heels: "I won't rent you one, but I'll loan you one." The next day he even produced a 2X12 loading ramp and helped to load an almost new 100cc Suzuki into the back of my station wagon.

After passing the driving test I returned the little machine and asked Cliff to be on the lookout for a good used motorcycle for my planned hardware store trips. He COULD have sold me any piece of junk he had, but, instead, he put me in touch with a customer of his who had just bought a 500 Triumph and might be willing to part with the Triumph 200cc Cub he had been riding. The strange thing was that this little motorcycle was only about 500 yards from my house in Woody Molineaux's garage and the price was right.

Woody took it on himself to introduce me to trail riding, and if I ever enjoyed anything more I sure don't remember it. What I thought was really unusual was to meet other riders on a trail out in the almost limitless pinelands, and Woody would continue a conversation they had started at an informal meeting of hard core trail riders at—

where else?—Cliff's shop.

Those informal meetings were the beginning of the South Jersey Enduro Riders, and, later, the East Coast Enduro Association.

The Triumph Cub was a short tempered little thing that handled too quick for a new rider and I spent too much time drifting through the air hoping I'd land somewhere soft and didn't break my glasses again. I was ready to take up slot-car racing when Cliff took an extremely long wheelbase Bultaco Matador in on a trade and made sure that I bought it; with a trade-in allowance made in heaven. With its long wheelbase and European handling, the Matador, it seemed, would give me five minutes notice that I was about to make a dumb move and I had plenty of time to re-think my planning.

Cliff was the person who added the #1 enduro commandment to our riding heritage, such as it is: "GO AS FAST AS YOU CAN UNTIL YOU'RE AN HOUR LATE".

He was also the first person to add handcuffs to a 'sweep crew' equipment bag.

Seems he once was called away from scoring duties at an early Curly Fern enduro to help get an injured rider out of the woods. The fellow had crashed hard out on the Bob Moore Trail section—a nasty bit of terrain that had been 'christened' by Bob Moore; who had done something memorable on it that I'd rather not talk about..

First, Cliff and a helper rode out to assess the damage, and it was one of those in-between hurts that some treat as "take two aspirins and call in the morning," while someone else will be prepared for last rites, cremation, tears all around and quiet concerns of just who had the victim's car keys.

Cliff decided to break a trail out to the nearest blacktop road and run a woods side-hack in to haul the injured man out rather quickly, as there was a rather serious hole punched through the fellow's thigh from a non folding footpeg.

Woody Molineaux—you weren't supposed to sound the 'x' but we all did—had a Greeves with a side hack that looked like something left over from a metal bed warehouse fire.

Everyone was quite proud of the ferocious

amount of quick work that went into muscling the hack in to the injured man.

And he WASN'T there!!

Apparently, someone had started his motorcycle for him, loaded him aboard, and shoved him on his way.

As a general rule, this is often the fastest way to reach qualified medical treatment.

Some time later, Cliff got another emergency call on THE SAME RIDER, same riding number, who was now down again on a different part of the trail.

Cliff gathered another sweep crew together, but first, he went to a rent-a-cop on the premises and borrowed a set of handcuffs. "THIS time," Cliff said, "I'm going to handcuff that guy's arms around a tree; when we get back there with Woody's hack that guy is going to BE THERE!"

Cliff may have been an angel of mercy but his wings were clipped very short.

In the sport of trail riding we tend to forget that so much is owed by so many to so few motorcycle dealers like Ferris. These were the dealers who had the bravery to shy away from established heavy road-going motorcycles to the lighter, and less profitable, trail-going machinery.

And took the time to see that new riders obtained a good motorcycle to begin with, then had enough interest to see that the dummy got aboard something that he could ride well.

Ferris went on to a successful accessory dealership in Florida which he sold for enough money to buy Cuba.

If you ever see Don Rickles riding a motorcycle around Daytona Beach it's probably Cliff, so throw him a kiss.

If it's Rickles, he'll throw you the finger. Take the chance anyway.

— Ed Hertfelder

Ed Hertfelder is a teller of tales and writer of books, as well as author of the internationally famous *Duct Tapes* stories. He can be reached at 111 North Summit Dr, RR5, Cabot AR 72023.

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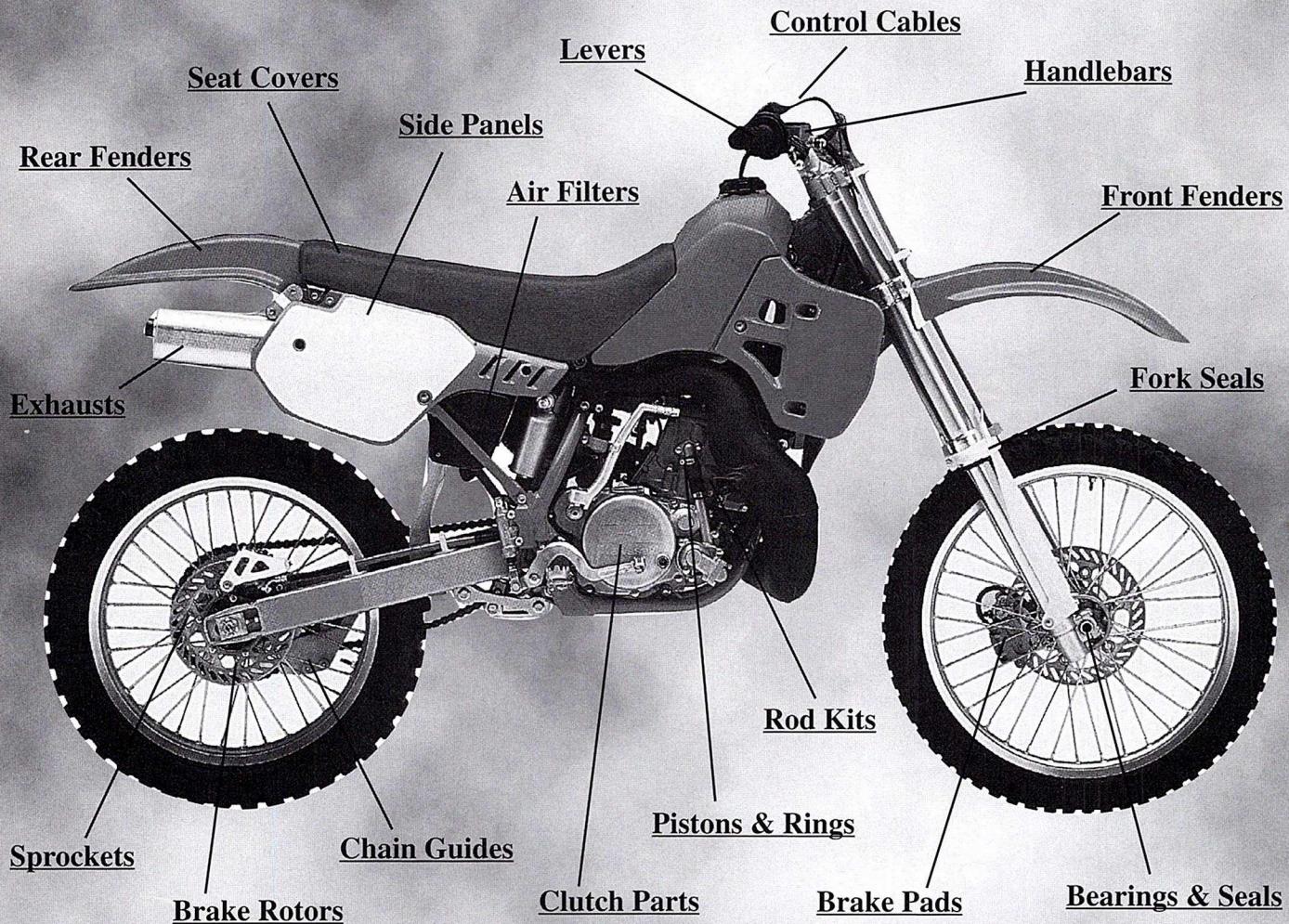
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